The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
SHOWERY
Barometer 29.75

May 28, 1914. Temperature 6 a.m. 78, 2 p.m. 83 Humidity „ 91 „ 79

May 28, 1913. Temperature 6 a.m. 77 p.m. 86 Humidity „ 89 „ 67.

2808 號四初月五年寅甲 THURSDAY, MAY 28, 1914. 四月廿八號 號八二月伍英港香

SINGLE COPY 10 CENTS $36 PER ANNUM.

TELEGRAMS.

THE DERBY.

DURBAR II WINS.

The Favourite Unplaced.

[Reuter's Service To "The Telegraph."]

London, Received May 27.

To-day is Derby Day, and the weather is glorious and cool. A multitude of people is making for Epsom.

Later.

Their Majesties the King and Queen were given a notable ovation at Epsom Racecourse. There was possibly a record concourse, and a great muster of Royalty and Society people attended. There was a wonderful gathering of motor-cars.

The Result.

The race resulted as follows:—

Durbar II (Magee) .....1.
Hapsburg (Foy) .....2.
Peter the Hermit (Watson) 3.

Also ran:—Desmond's Song (Robbins); Brakespear (H. Jones); Kennymore (O'Neill); Black Jester (Stern); Evansdale (W. Huxley); Carrickfergus (F. Templeman); Courageous (F. Bullock); My Prince (Earl); Cupidon (Henry); Orebi (Wing); Ambassador (Saxby); Dan Russel (Rickaby); Lanius (Walter Griggs); Saint Guthlac (Whalley); Flying Orb (Spear); Marten (Wheatley); Carancho (Donoghue); Polycrates (William Griggs); Cerval (Herbert); Conqueror (R Stokes); Magyar (E. Huxley); Polygamist (Escott); Shepherd King (Jelliss); Anglesey (Hewitt); Best Boy (Randall); Southern Down (Piper); Wood Wild (Smyth).

The Race Described.

Won by three lengths, a length and a half separating second and third. Kennymore, the favourite, drew the extreme outside berth, was delayed at the start and got away badly. Polycrates made the running from Black Jester, Hapsburg and Durbar II. On rounding Tattenham Corner, Durbar II took up the running on the rails, being followed by Black Jester, Hapsburg, Dan Russel, Peter the Hermit and My Prince, and won easily. Dan Russel was fourth. The time was:—2 minutes, 38 2-5 seconds.

The Betting.

The betting was 20 to 1 against the winner, 33 to 1 against Hapsburg, and 100 to 1 against Peter the Hermit.

The place betting was 7 to 1 against Hapsburg, and the others proportionate odds.

Kennymore was favourite at 9 to 4 against.

Not on the List.

Peter the Hermit was not named in any list of probable starters and the first known of his running came by telegraph from Epsom this (Wednesday) afternoon. His name was not on the race-card.

No Suffragists.

There was no suffragist disturbance at the Derby.

[The number of starters this year—30—is the biggest since 1867, when a like number ran. The smallest field was four, in 1794. The time this year,—2 min. 38.2-5 secs.—compares with the record of 2 min. 35.1-5 secs., which was made in 1910 by Mr. Fairle's Lemberg (B. Dillon up).

The owner of Durbar II is Mr. H. B. Duryea; Sir Ernest Cassel owns Hapsburg; and Peter the Hermit belongs to Mr. H. J. King.]

TELEGRAMS.

CANTEEN SCANDAL.

THE SENTENCES.

[Reuter's Service To The "Telegraph."]

London, Received May 28.

The Army Canteen case has concluded, and Colonel Whitaker, formerly in command of the 2nd. Yorkshire Light Infantry, has been sentenced to six months' imprisonment in the second division.

All the other military defendants have been bound over in sums of £50 each.

The civilians John Causfield, general manager and director of Lipton, Ltd., and Archibald Minto, a director of the firm and formerly head of the Military Department of Lipton, Ltd., have been fined £500 each, while the others have been fined either £100 or £50, one being bound over.

The Attorney General said he hoped the trial would show the strength of the law and the traditions of British commerce, and make a continuance of corruption in the Army impossible. He added that it was right and fair to Sir Thomas Lipton to say that there was no evidence whatever to suggest that any persons beyond the above should be proceeded against.

THE AMERICA CUP.

Sir Thomas Lipton's Chances.

Now that the yachts in course of construction for the America Cup contest are approaching completion, the need for secrecy with regard to their design no longer exists and reliable information as to their form is beginning to leak out. Some indication of the extreme difficulty of Sir Thomas Lipton's undertaking will be gathered from the fact of three yachts having been built for the defence of the trophy, representing the latest ideas of the most clever naval architects in the United States. These yachts will be thoroughly tuned up and then raced together, the most successful of the trio being ultimately selected to represent the New York Yacht Club in the contest. The holders of the Cup, therefore, it will be readily perceived, have three chances to one, as Sir Thomas Lipton is tied down by the terms of the deed of gift to compete with Shamrock IV. Another factor that must weigh heavily in favour of the New York Yacht Club is that their three vessels are in a position to undergo an uninterrupted preparation from the time of their launch to the day of the first race, and, being continuously sailed one against the other, can be brought to the top of their form. The challenger, on the other hand, after her trials with the 23 metre cutter Shamrock, must be dismantled and jury-rigged for the arduous voyage across the Atlantic, as also must her trial boat. When re-rigged on arrival in New York, the tuning-up process must be commenced all over again, and, as it cannot be ensured that either vessel will be in exactly the same trim as she was before the voyage, the speed of both must be a more or less unknown quantity. As a trifling alteration in the staying of a racing yacht's masthead is quite sufficient to affect her speed materially, this element of uncertainty as to trim is a more serious matter than one might think.

A Centre-board Yacht.

Some three months ago I ventured to predict that Shamrock IV would be a centre-board yacht, but as no such vessel has ever yet been sent across the Atlantic in quest of the America Cup, some experts were inclined to scoff at the suggestion. It is now known, however, that Mr. Nicholson has designed the challenger to carry a centre-board. The reason why she has been given such a fitment will be obvious to anyone who has studied the universal rule, for, although by the formula any fixed draught in excess of 13ft. 9in. would have been heavily taxed, any additional draught obtained by means of a plate is unpenalised. There was, therefore, every inducement to secure additional weatherliness by means of a plate when it could be obtained without increasing Shamrock's rating. As a matter of fact, Shamrock will not derive any advantage from her plate that is not also enjoyed, by the American yachts, as all three of them have similar fitments. Nevertheless, had she been designed as a keel boat, it is possible that the absence of a centre plate might have militated against her successful sailing to windward. Shamrock IV. is of what is known as composite construction; that is to say, her outside skin is of wood laid upon a metal framework. The skin will be a double one of mahogany, reinforced in places by a third skin. The three previous Shamrocks were all plated with metal, but by the use of wood it has been found possible to produce a lighter vessel and one more likely to retain her designed lines when sailing under a press of canvas. By the terms of the challenge her water-line measurement is definitely fixed at 75ft. and her natural draught will be 13ft. 9in. Her centre-board, of the dagger plate type, drops nearly ten feet below her keel, and she is to have a very large and lofty sail plan. The yacht will be given a hollow mast of wood, the longest spar of the kind ever made in this country, and a duplicate is being prepared in case she should be dismasted in the course of the trial races, as has happened more than once. Shamrock IV will be sailed by the well-known amateur helmsman Mr. W. P. Burton, and a picked crew of men hailing for the most part from the Colne, the district which has the reputation of producing the finest racing hands in the world.

The Defenders.

Of the vessels built for the defence of the Cup interest centres mainly upon Resolute, which is being built by Herreshoff for a syndicate of flag officers of the New York Yacht Club. For the past twenty years Mr. Herreshoff has been responsible for the lines of all the yachts that have defended the trophy, and as he was the originator of the universal rule it is anticipated that Resolute will prove the fastest of the trio. The secret of her design has been jealously guarded, and nothing is at present known about her beyond the fact that she is a centre-board craft of about 75ft. water-line and constructed to very light scantlings. Like Shamrock IV., she will be sailed by an amateur, Mr. Robert W. Emmons, jun., a fact that will considerably enhance the sporting interest of the contest. Mr. Emmons is considered to be the most clever amateur skipper in the States, and in the Herreshoff-designed Avenger has twice won the Astor Cup. He will have the assistance of Mr. C. F. Adams, of Boston, another expert amateur, and the vessel will therefore not lack skilful handling. Resolute is now practically completed, and is believed to be the smallest of the three American craft. Defiance is in course of construction at the Bath Ironworks, from the design of George Owen, for a large syndicate of New York, Boston, and Philadelphia yachtsmen. Like the challenger, Defiance is a vessel of composite construction, the inner skin being of fir and the outer of mahogany. Her frame is of steel rigidly strapped and trussed, and her centre-plate is of bronze. She is said to be rather larger than Resolute, but a trifle smaller than the yacht designed by Gardner. She will be managed by Mr. Pynchon, the owner of the big sloop Istalenta. The third boat built for the defence is owned by Mr. Alexander Smith Cochran, who is well known to British yachtsmen, having brought over the famous Herreshoff schooner Westwood, which gave our yachts such a trouncing in 1910. The yacht is being constructed at the yard of Lawley and Son at Neponset, and is plated with bronze on a steel frame. She has very long overhangs, and is expected to prove the largest of the trio when they are measured.

The Universal Rule.

It has been said that the adoption of the universal rule for this contest has improved Sir Thomas Lipton's chance of success, but that is not the view of Mr. Charles Nicholson, the designer of Shamrock IV. It is the first time that he has been called upon to create a yacht under that particular formula and, with no previous experience to guide him, he has had to work more or less in the dark. The American designers, on the other hand, have been producing vessels under the rule for the past ten years or more, and, as I have remarked, the formula was actually devised by Herreshoff, who has designed a long line of highly successful racing craft under it. Indeed, most of the principal racing yachts of important size that have raced in America of recent years owe their creation to "the Wizard of Rhode Island," and one can hardly expect Mr. Nicholson at the first time of asking to beat Herreshoff at his own game. On the face of it, Sir Thomas Lipton's prospects do not appear very bright, but there is just a chance that Mr. Nicholson, approaching the rule with an open mind, may hit upon some hitherto unthought-of speed-producing factor to turn the tide in our favour.—Francis B. Cooke in the *Manchester Guardian*.

TELEGRAMS.

OBITUARY.

SIR JOSEPH SWAN.

[Reuter's Service To "The Telegraph."]

London, Received May 28.

The death is announced of Sir Joseph Wilson Swan, Kt., M.A., F.R.S., D. Sc.

[The deceased Knight, who was born at Sunderland in 1838, invented the incandescent electric lamp bearing his name, which has been the forerunner of all other such lamps now in use. He made improvements in photomechanical printing and in electro-metallurgical deposition; also invented the carbon process for making permanent photographs, now known as autotype; and discovered the means of making rapid dry plates, which has revolutionised the art of photography.]

MRS. PANKHURST RELEASED.

London, Received May 28.

Mrs. Pankhurst, who was recently arrested, has been released and taken to a Nursing Home.

TELEGRAMS.

LORD STRATHCONA

LEFT OVER FIVE MILLIONS.

[Reuter's Service To The "Telegraph."]

London, Received May 28.

The late Lord Strathcona left £5,500,000.

ALBANIAN UNREST.

INTERNATIONAL EXPEDITION?

London, Received May 28.

The International Force at Skutari being insufficient, a proposal has since been made to send an International Expedition into Albania. The Powers belonging to the Entente—Britain, France and Russia—appear unwilling to join in the movement.

HOME CRICKET.

London, Received May 28.

Surrey beat Yorkshire at Bradford by 28 runs.

Kent drew with Oxford University at Oxford.

Sussex beat Somerset at Bath by 85 runs.

TELEGRAMS.

CANADA & HINDUS.

GOVERNMENT'S RESOLVE.

[Reuter's Service To "The Telegraph."]

London, Received May 28.

Reuter's correspondent at Ottawa states that in the Dominion House of Commons the Government was interrogated as regards the action to be taken in the case of the Hindus detained at Victoria aboard the Komagata Maru.

The Premier replied that twenty would be admitted on the ground that they were returning to Canada, and several would be excluded as the result of physical tests. Regarding the others, the law and regulations would be enforced.

Asked if application were made for Habeas Corpus whether the Government would rest its case on the ground that the Courts had no jurisdiction, Mr. Borden answered that if application were made the Government would resist through counsel.

TELEGRAMS.

MEXICAN AFFAIRS.

AMMUNITION LANDED.

[Reuter's Service To "The Telegraph."]

London, Received May 28.

Reuter's correspondent at Washington states that the German steamers Ypiranga and Bavaria have landed ammunition at Puerto Mexico.

Reuter's correspondent at Vera Cruz states that the Bavaria has arrived there and been detained by General Funston on the ground that she has no manifest.

SMALL-POX IN AUSTRALIA.

London, Received May 28.

Reuter's correspondent at Perth states that seven cases of virulent small-pox are reported from Bunbury, West Australia.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Sir Joseph Swan is dead.

Latest cricket results are given to-day.

There were no suffragist disturbances at the Derby.

Mrs. Pankhurst has been released and taken to a Nursing Home.

The time for the Derby was 2 min. 38.2-5 secs. There were 30 starters.

Seven virulent cases of small-pox are reported from Bunbury, West Australia.

The King and Queen had a great reception at Epsom Racecourse yesterday.

Durbar II won the Derby, Kennymore, the favourite, being unplaced.

The question of the admission of Hindus to Canada has been raised in the Dominion House of Commons.

A proposal to send an international expedition into Albania is not approved by the Powers of the Entente.

In the canteen scandal Col. Whitaker has been sentenced to six months' in the second division, and the other defendants either fined or bound over.

NEWS.

General news appears on page 3 and log book on page 6.

"Our contemporaries" appears on page 2 and commercial news on page 9.

The annual meeting of share holders in the Star Ferry Company Limited was held to-day.

The claim against the proprietor of the Grand Hotel was further heard to-day.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.
Dragon Boat Festival.
Pau Hing Hotel Co. Ltd. Extraordinary General Meeting—2 p.m.
A. S. Watson & Co. Ltd. General Meeting—11.30 a.m.
Old Rugbeians' Dinner.

Saturday May 30.
Second Gymkhana Meeting.

Tuesday June 2.
Crown Land Sale—P.W.D.—3 p.m.

Wednesday June 3.
The Hongkong Ice Co. Ltd. Extraordinary General Meeting—noon.

Thursday June 4.
Hongkong Fire Insurance Co., Ltd. Extraordinary General Meeting.
Canton Insurance Office Extraordinary General Meeting—11.15 a.m.
Auction of Antique China and Curios—G. P. Lammert's Sales Rooms—2.30 p.m.

Friday June 5.
Auction of Antique China and Curios—G. P. Lammert's Sales Rooms—2.30 p.m.

Saturday June 6.
Auction of Antique China and Curios—G. P. Lammert's Sales Rooms—2.30 p.m.

PLAGUE IN SOUTH CHINA.

The following is from the *North China Daily News*:—

Much as we may deprecate panic, it is impossible to deny that Shanghai is amply justified in imposing the most rigorous regulations for the medical inspection of ships entering this port from the south. The outbreak of plague in Hongkong, *serious as it is shown to be*, is nothing like so dangerous to other ports as the epidemic in Canton. For some time a most virulent form of bubonic plague has been spreading over the south of Kwangtung, and the situation in Canton to-day is described as terrible. This is not surprising in such a filthy city, where people are huddled together like sheep at an auction mart. Most of Canton is reported to be affected, and the mortality approaches 100 per cent. People who are attacked in the morning die the same evening, and the Chinese and few foreign doctors are powerless to stem the progress of the disease. With such conditions in Canton, Hongkong is fortunate in not having a more serious situation to deal with. Plague has always travelled from Canton to the British Colony, and with the exodus from the City of Rams now in progress it is almost impossible to prevent the importation of new infection.

Bubonic plague is endemic in Yunnan, and from that province it was carried to Pakhoi in the nineties, made its appearance in Canton in 1894 and from there was introduced to Hongkong. The Colony was declared infected in May of that year and gradually the epidemic spread, reaching a hundred cases a day, until the end of the summer when the last case was reported and the total number of deaths recorded was 2,547. That year will ever be remembered in the Colony for the deaths of military men who were engaged in fighting the plague, as well as of civilians, and also for the exodus of Chinese inhabitants. Each succeeding year has seen a recurrence of the disease, and since 1899 the heaviest death rolls have been 1,486 in 1899, 1,651 in 1901, 1,700 in 1912 and 1,301 to May 19 in 1914. When it is borne in mind that all these years the Hongkong Government has been strenuously endeavouring to eradicate the disease, it will be realized how important it is that no cases should be imported into Shanghai. This port was free from plague until quite recent years, and the Health Office may be depended upon to do its part to keep the Settlement free now, provided the disease is not again imported and introduced into the slums on our borders. The chief danger to Shanghai is from native craft. As for the imposition of quarantine regulations on steamers, the business interests of the port, if no others, demand that we should be kept free if possible. The picture painted by southern newspapers of the light of Canton may be deemed lurid by some. But it is well to remember that the percentage of deaths from bubonic plague in South China has never been below 88.4.

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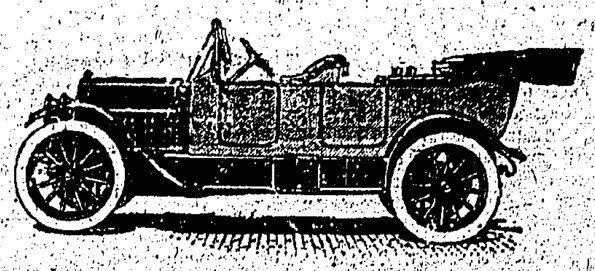

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OUR CONTEMPORARIES.

Daily Press.

The Anglo Japanese Alliance.

The common error into which many Japanese writers fall when discussing the relations between Great Britain and Japan lies in giving to the Anglo-Japanese Alliance a wider interpretation than it really bears or was ever intended to bear. It was entered into with three clearly specified objects, viz: (1) The consolidation and maintenance of the general peace in the regions of Eastern Asia and of India; (2) the preservation of the common interests of all Powers in China by insuring the independence and integrity of the Chinese Empire and the principle of equal opportunities for the commerce and industry of all nations in China; and (3) the maintenance of the territorial rights of the two Powers in the regions of Eastern Asia and of India, and the defence of their special interests in those regions. So far as these objects are concerned, it cannot be denied that the Alliance has been of great value to both nations and the world at large. It imposes no obligation, legal or moral, upon Great Britain to grant unrestricted immigration from Japan into her Colonies, nor even to actively promote Japan's economic interests in the regions to which the Alliance specifically relates, and nothing is to be gained by refusing to admit the fact that the suggested enlargement of the agreement into an Economic Alliance on the basis adumbrated by Count Okuma and Baron Shibusawa meets with no sort of approval or support among British residents in China.

South China Morning Post.

China Merchants Company.

Notwithstanding the recent frustration of Mr. Sheng's intrigue to place the control of the China Merchants Steamship Line in the hands of the Japanese, the Company seems again in danger of passing under foreign control. If a statement which is made by the usually well-informed correspondent of the *Central China Post* is correct, French interests are planning to secure practical possession of the most valuable shipping interest in the country by means of a French loan through the Banque Industrielle de Chine for which shares in the China Merchants Steam Navigation Company will be accepted as security. The shareholders of the Company have not unnaturally protested against the Government pledging their properties to foreign financiers for loans and there, it seems, the matter rests for the present.

China Mail.

Explosion By Wireless.

In the French Navy, also, it has been asked whether the explosives in the magazines may be considered as removed from all danger of ignition by the electric waves engendered by the transmission station on the ship. This question is now being studied. It would appear that when the explosives are shut up, either in tight metal cases or simply in metal ammunition-boxes, there is nothing to fear, since the metal walls form a screen that the electric waves cannot penetrate.

At great distances from the emission antennae of radio-telegraphic stations, the danger no longer exists; in fact, the power induced at 60 to 500 miles from a post is so feeble that only devices of exquisite delicacy, like the telephone, or perfected electrometers or galvanometers, are able to detect it. To suppose that a ship loaded with inflammable substances can be set on fire in the middle of the Atlantic Ocean, by means of waves from the Eiffel Tower, or even by the combined effect of two powerful Continental radio-telegraphic stations, is simply an effort of the imagination.

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GENERAL NEWS.

New Grecian Stamps.

Greece has just issued a set of two charity postage stamps with the design of a wounded soldier. The issue is made to raise funds for the soldiers incapacitated in the Balkan War, and the widows and orphans of the killed, says Mr. W. S. Lincoln, the well known Holles-street stamp dealer.

Man With Forty Murders.

A man named Narayein Raghu, a resident of Aurangabad, India, has been arrested in connection with the alleged murder of native carters, who it is said he used to poison by mixing datura seeds with pounded rice, dhall, coconut chips and ground-nuts boiled in ghee, with a flavouring of chillies. He would hire a cart on the pretext of going to some place 30 or 40 miles distant, then surreptitiously mix the preparation with the food of the carters, who when they became unconscious would be thrown out of the cart by Raghu, either in a well or river, or abandoned in desolate parts of the jungle. The faces would be burnt to prevent recognition. It seems this ghastly business continued for several years, Raghu being responsible for over 30 or 40 murders. It seems he learned the effects of datura seed from a Sadhu.

Railway Concession to Troops.

The concession of travelling on the India Army form T-1709 in a first-class carriage on payment of second-class fare, which is at present enjoyed by captains and subalterns doing duty with regiments of Cavalry, batteries or companies of Artillery, battalions of Infantry, and companies of Sappers and Miners has been extended to officers of similar ranks of the Indian Medical Service, on all occasions when they travel at their own expense on the Madras and Southern Mahratta Railway, North Western Railway, Oudh and Rohilkhand Railway, and Eastern Bengal State Railway.

Shakespearean Collection.

One of the chief loan exhibits being prepared by the Board of Trade for the British Pavilion at the Leipzig International Exhibition of the Book Industry and Graphic Arts is a collection of Shakespeariana. The general scheme of the Special Committee of Organisation, whose chairman is Sir Sidney Lee, is to show, as far as possible, the many forms in which the works of Shakespeare have been published. There will be translations of the great poet's works in six different Indian dialects, and it is hoped to include copies of Chinese and Japanese editions.

Silent M. P.'s

No Member ever impressed the House of Commons with his gift of silence more than General Forester. This sensible man represented Much Wenlock for 46 years, and never made a speech. One Member, Sir Charles Burrell, sat for 60 years, restraining himself nobly. He made one speech only in order to introduce a Bill providing that housemaids should be forbidden to clean windows from the outside.

Bangkok's Vehicles.

The number of vehicles at present registered at the Registration Department of the Ministry of Local Government at Bangkok is 701 motor-cars and about 250 carriages for hire. The latter are divided into four classes according to their condition. According to the Nungsue Phim Thai there are thirty Royal cars, ten special cars which do not require registration, and twenty cars in shops and docks making 760 motor cars in all. The same paper estimates that there are four hundred private carriages, but the department, being concerned only with registered vehicles, has no record of any of these figures.

Izaak Walton.

At Winchester Cathedral a window to the memory of Izaak Walton is being erected, and the dedication will take place on May 29. The author of the Compleat Angler lived during his later days with George Morley, the Bishop of Winchester, and was buried in Prior Silkstede's Chapel in the Cathedral. His grave is marked by a black marble slab. It bears an inscription by Thomas Ken, the hymn-writer, and one of the "seven bishops." Winchester Cathedral Library possesses many books connected with Walton.

COLONIAL WIRELESS.

The *Penang Gazette* learns from an official source that an expert will arrive there in about two months' time to tackle the installation of short distance wireless stations, fitted with Marconi apparatus, in Penang and Singapore. This is satisfactory, for people were beginning to wonder whether the authorities at Singapore had altogether failed to recognise the urgency of the matter and the heads of commercial and shipping houses were at a loss to account for the delay. The demand for a wireless telegraph station is a real one, and it is strange that, while a port like Sabang has for some time been able to get into communication with ships some hundreds of miles out at sea, Penang, whose interests lie so largely in shipping movements and facilities, has perforce to wait until a steamer is within an hour or two of the harbour. The expert to whom we have referred, will, we are informed, proceed immediately to Singapore to undertake the work of establishing a short distance station there, after which he will turn his attention to Penang. Thus we are to exercise patience over another period of waiting; and, with the illustration of the Penang Hill Railway before us, we can only hope for the best.

The Penang equipment is to provide for messages within a radius of about 350 miles, that of Singapore, to the best of our belief, within a 400 or 450 miles radius. We may, in passing, remark that we are curious to know the reason why Singapore should be better equipped than Penang in regard to commercial wireless, for, when the Southern Settlement's station is completed, it will not be able to speak with Batavia, or Hongkong, or anywhere else of importance, if we except the wireless room of the liner and the cargo vessel—the principal object of the short range wireless installation in question. There may be a reason for the difference, but it cannot be a very weighty one. Singapore will be brought into touch with steamships sooner than Penang, comparatively, but the station on this island, when finished and in working order, should prove of inestimable worth. Broadly speaking, shippers and others concerned will save more than 24 hours of valuable time.

Singapore Dilatoriness.

Reference has been made to the dilatoriness of Singapore. There is another instance of delay in Penang for which we are indebted to officials in that Colony. We refer to the Fort. That historic, but unlovely, relic's days or months or years are generally considered to be numbered. It was condemned, a century ago, yet it still throws a shadow in the sun, and, like threatened men, it may do so for some time to-come. We hear on high authority that the pick of the workman will not be wielded upon Fort Cornwallis for six months. This is regarded as a fair estimate, and we cannot confess surprise. Realising fully what generally happens to Penang when Singapore has the handling of its affairs it is comforting to know that it is not six years. The Fort may go with few regrets; in the dead days idlers were wont to sit on its grassy slopes and their successors sit there still. Its brown walls may breed some old philosophy, but we live in a strenuous and a commercial age, and the dreamers are not so numerous as those of a new generation, who assess the value of the site in dollars and desire to see the old building levelled to the ground. Are we doing the powers of Singapore a wrong? Has their reluctance been born of a sentimental pang? We hardly think this is the explanation. Plans, and revised plans, pass to and fro and are blue pencilled or decorated with marginal notes until it is hard to know what the Government is driving at. To demolish the Fort and construct something else on the site—once a decision is arrived at—might strike the ordinary person as quite simple, but it gathers difficulties as time goes on.

DEMAND FOR SILVER

Competition, or Continuity of Large Purchases, Will Find An Ill-Provided Market.

London, April 30.—Messrs. Samuel Montagu and Co's circular contains the following information:—

About a million sterling arrived in the form of bar gold, for which there was an active inquiry from the Continent. The price fell on the 28 h instant from 77-9 5-8 to 77-½., and on this basis the great bulk of the week's supplies changed hands. The shipment to India is £259,000. The only gold operation reported by the Bank of England during the week was a withdrawal of £50,000 in sovereigns for Java on the 28th instant.

The gold production of Rhodesia for March, 1914—£273,236—constitutes a record for any one month. It exceeds the production of February, 1914, by £13,348., and that of March, 1913, by £15,439.

Tone of Silver Market.

The undertone of the silver market continues good. Prices moved considerably on the news that the United States of America had definitely obtained control of Vera Cruz, and thus interrupted shipments of silver through that port.

The Hongkong exchange, which had remained unchanged from the 8th to the 25th instant, commenced to rise, and China as a whole began to entertain favourable views as to the prospects of silver, and to act upon them.

The Indian Bazaars were also buyers up to 27 3-16d., the quotation touched on the 28th instant. Their abstention did not prevent a further rise to 27¼d. on the next day.

The fact is, that demand is no longer the chief factor of the situation. For many years part, the market has been wondering whence fresh inquiry could come sufficient to absorb supplies, visible or expected.

The output had been on an increasing scale, the defunct Indian Specie Bank held a vast stock, financed by borrowed money, and an impression permeated quarters interested in silver that whilst these circumstances existed, no improvement in the price could take place.

The Present Problem.

The problem faced now is of quite a different character. The Cobart district in Canada appears to have reached the acme of its production, and even betrays signs of retrogression.

One-sixth of the world's supplies—that portion of the Mexican output which went to the refineries of the United States of America—has been lost for many months. Another sixth is bottled up in Mexico City, where local refineries have been used to deal with it.

Given the prospect that grave disturbances and dislocation of communication with the outer world will continue, reasons of prudence would counsel mining authorities to conserve their treasures of silver underground in the form of ore, rather than to tempt fortune by locating easily realizable ingots of refined metal in positions of danger.

Doubtless, some such considerations have induced the mining authorities who control the "Esperanza," "Santa Gertrudis," "Buena Terras" and "El Oro" companies to close down at this juncture. Several Mexican refineries, thus deprived of supplies, have ceased to work.

Future Prospects.

In these circumstances, it is fairly patent that whatever may be the outcome of the differences between the United States of America and Mexico, whether hostilities are suspended or not, a stoppage, more or less prolonged, must take place in the contribution of Mexico to the world's available supply of silver.

It will thus be seen that, contrary to the indications which have prevailed for many years past, any operator desirous of forming an opinion as to the future price of silver, needs to consider how long this shrinkage will continue, rather than what will be the extent of future demand.

Demand is certain to arise in due course, and any competition, or continuity of purchases from a large buyer, such as the Indian Government for instance, will find an ill-provided market from which to draw the desired supplies.

The quotation of 2¼d., recorded on the 28th instant, is the highest touched since December 6, 1913, when a similar price was fixed, as on this occasion, for both cash and forward delivery. The setback yesterday to 27. 3-16d., was merely temporary.

The stock in Bombay has risen from £32,000 to £35,000 whilst the up-country offtake is reduced from 150 to 100 bars a day.

A shipment of £50,000 has been made from San Francisco to Hongkong.

Rabies in Calcutta.

There has been an increase of rabies in Calcutta recently, last month showing 34 cases as against 131 during the whole of 1913. The worst case took place when a mad dog in Elliot Street bit eleven persons. Prince Hitty and two other men on the B.I. mail steamer to Rangoon were recently bitten by a dog and returned by the next boat to Calcutta, proceeding to Kasauli.

Prepaid Advertisements

ONE CENT PER WORD
FOR EACH INSERTION.

TO LET.

ROGATE, Austin Road, Kowloon; unfurnished.

No. 68 Peak, Mount Kellett. Church Missionary Society Bungalow) partly furnished. Cheap rent.

No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May, 1914.

No. 19, Shelley Street.

TO LET.— No. 5, Mountain View from 1st April 1914. Newly painted and colourwashed.

TO LET from 1st June 1914, 55 ELGIN TERRACE, newly painted and colourwashed.

No. 12 Beaconsfield Arcade, Shop.

No. 7 Mountain View.

No. 7 Stewart Terrace, Peak.

No. 20 Belilios Terrace, newly painted and colourwashed.

FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 2nd Oct., 1913 [211

TO LET unfurnished No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

TO LET.—Part of First Floor of No. 25, Des Vœux Road Central. Immediate Possession. Also 1 Motor Boat for sale. Apply —DRAGON CYCLE Co.

TO LET.—From 1st July 1914. In Canton on Shameen Lot 55. The premises now in the occupation of the Bank of Taiwan Ld.. Apply to, DAVID SASSOON & Co. Ltd. Hongkong.

TO LET.

TO LET at TAIPO a four roomed Bungalow from 1st. June. Fully furnished, with plate, linen and glass. Mosquito proof rooms. Ideal for week ends or permanent residence. Use of bathing jetty & dinghy. Apply E. BRUCE SHEPHERD, 5 Queen's Road Central.

TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached. Nathan Rd., Kowloon. Kowloon Marine Lot No. 48 with Wharf.

Flat in Nathan Rd. Kowloon.

Apply to.—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.

TO LET.—"LA HACIENDA E.", No. 74, Mount Kellett Road. Apply CHATER & MODY, No 5, Queen's Road Central.

TO LET.—from 1st May, 1914 No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co. Prince's Buildings.

TO LET.—With immediate possession. Office:—2nd Floor of the Deutsch-Asiatische Bank's Building No. 7 Queen's Road Central. Also Large Godown in Basement of same building. Apply to DEUTSCH-ASIATISCHE BANK.

TO LET.—Furnished from May 1st for 3 or 4 months, Kenlis 76A, Peak. Suitable for two families. Apply HARBOUR MASTER.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is $1.00 per quarter.

Single Copies Daily, ten cents Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

BIRTH.

DOWBIGGIN.—On 26th May, at Edgbaston, Warwickshire, the wife of H. B. L. Dowbiggin of a daughter.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

本報無幷願與皆非刊要訪探大正論言言宗旨

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition Western Union.

The Hongkong Telegraph.

HONGKONG, THURSDAY, MAY 28, 1914.

PROTECTION OF WILD LIFE.

The subject of child labour in China was discussed in these columns the other day, and a word may be said of the attempt that is at present being made to get the Government to take action in order to protect the wild life of the country from extermination. It is a well-known fact that the average Chinese knows little of kindness towards animals or birds, whether wild or domesticated. To be sure, many of them keep birds in cages and appear to treat them well, but aside from the question of whether the cooping of birds in cages is not in itself cruel (and Europeans are far from exempt from censure in this respect) it is a moot point whether the Chinese keep these birds so much from love of them as with an eye to making money out of them.

The attitude towards wild life is perhaps explained by the fact that the Chinese do not seem to understand that wild animals and birds have any value except a commercial value. They will destroy wholesale from mere commercial considerations or because an animal or bird seems to have no value of any kind. This is best explained by a concrete instance—that of a lady of our acquaintance who found a young sparrow on her verandah one day. It was clearly exhausted and she tended it as best she could and left it to recover. When she returned a little later it had gone. The time for recovery seemed altogether too short and she called the boy and questioned him. "Have throw away," was his reply. To him a young sparrow was a valueless bird not worth a moment's attention. He could see no purpose in preserving its life.

The history of every country proves that a certain amount of precaution has to be taken to ensure the continuance of its wild life. Some long time ago it was recognised that sparrows, for instance, played a really useful and important part in the economy of nature, and more and more it is coming to be realised that the same is true of all forms of wild life. Wholesale destruction of that life cannot fail seriously to disturb the balance of things. No country can ruthlessly and indiscriminately destroy either its flora or fauna, or both, without feeling the ill effects of dislocating nature's scheme of things, and the sooner China realises this the better for herself in the future. The cruelty, even the torture, attendant on the destruction of certain forms of wild life need not be dwelt upon. It may be doubted whether that argument would greatly weigh with Chinese who are constitutionally unable to appreciate that the infliction of pain upon animals should be avoided as far as possible. But they may appreciate the economic argument if it is put to them clearly.

Interport Cricket.

The Hongkong cricket team doing duty in the interport match at Shanghai has not done anything like so well as its supporters had hoped it would do. If one thing more than another seemed certain it was that it would be strong in batting. That in both innings it should do very moderately—in the second, indeed, it has done quite badly—is surprising and will take some explaining away. It may be that the task of getting 241 runs in the last innings over-awed the Hongkong men, though there is no reason why it should have done. The team had sufficient good bats to get that total, given ordinary care and a little luck. Perhaps the last word explains the weakness. Cricket is a curious game, where a trifling slice of luck, whether good or bad, may greatly affect a team and make all the difference between victory and defeat.

Inconsistent Batting.

The batting of neither team has been consistent. In Shanghai's first innings Captain Barrett was responsible for 100 out of 193 which came from the bat, and as he had 45 in the second innings he can look back on the match with pleasure. Mr. Pearce with 49 in the first innings, and Mr. Hancock with 71 in the second have done their part for Hongkong. Otherwise the Hongkong batting has been quite moderate. Mr. Bird has bowled well in both innings and Mr. Reed's four wickets for ten runs in Shanghai's second innings was a fine bit of work. They were all clean bowled, too. These crumbs of comfort, however, do not compensate for the fact that the team has been defeated by another which was supposed to be weak in bowling and which has bowled even better than it has batted. But that is often the way in cricket.

A Sensational Derby.

Yesterday, in remarking on the Derby prospects, we spoke of the possibility of a surprise packet being in store. As things have turned out, the result may truthfully be described as sensational. Kennymore, hot favourite, did not even find a place amongst the first four; none of the placed horses had been quoted in the betting news sent over the cable; while the third was a mount which had not been named in any list of probable starters and whose name did not appear on the race-card. It is evident that the favourite struck it very unlucky. He drew the extreme berth in a field of 30—which has not been equalled in number, since 1867. That was handicap enough, but when we add to that the fact that he was delayed in the start and got away badly, it will be realised that his chances of winning were reduced to a minimum. Such are the fortunes of racing, and possibilities of this order have always to be taken into account in the Sport of Kings.

Jack Johnson—Frenchman.

We recently published an announcement to the effect that Jack Johnson, the heavyweight boxing champion of the world, has applied to become a naturalised Frenchman. We wonder whether, before coming to this decision, he took into consideration the fact that any man, under the age of 45 years, who becomes a naturalised French subject, is obliged, exactly as though he were a Frenchman by birth, to serve for three years in the Army? The idea of the big black as a soldier in the French army strikes us as somewhat humorous—though we doubt whether Johnson would see the joke! Of course, it is possible to secure exemption from military service; but it is by no means easy. We remember a case of a man of 37 who became naturalised in France, and only two months after the issue of his papers, was—much to his surprise—called up for service. Being a rich man, he did eventually succeed in obtaining his release; but not before he had actually served several months with the colours.

Saved Five Lives.

Although only 16 years of age, Jack Boucher, of Bristol, has rescued five people from drowning, his last exploit being performed when seeing a woman jump into a canal, he plunged in fully dressed and brought her to the bank. The woman recovered under artificial respiration.

DAY BY DAY.

IF ONE ONLY WISHED TO BE HAPPY, IT COULD BE READILY ACCOMPLISHED; BUT WE WISH TO BE HAPPIER THAN OTHER PEOPLE AND THIS IS ALMOST ALWAYS DIFFICULT, FOR WE BELIEVE OTHERS TO BE HAPPIER THAN THEY ARE.—Montesquieu.

The Weather.

Lower level 8 a.m. Temp 81; sunshine.

At the Peak 8 a.m. Temp 74; sunshine.

The Mails.

American Mail.—Arrived per s.s. Lutzow yesterday.

Siberian Mail.—Due per s.s. Chenan to-day.

German Mail.—Arrived per s.s. Goeben yesterday.

German Mail.—Closed per s.s. Lutzow to-day at 9 a.m.

Siberian Mail.—Closed per s.s. Empress of India to-day at 10.30 a.m.

Langkat Output.

Messrs. Wright and Hornby inform us that the Langkat output for yesterday was 402 tons.

Company Meeting.

Messrs. A. S. Watson and Company's meeting takes place at 11.30 a.m. to-morrow.

Dragon Boat Festival.

The Dragon Boat Festival takes place to-morrow, and there will be the customary boat-race at Aberdeen.

Stolen from a Cabin.

The accountant of the steam launch Shun Hing has suffered a loss of $100, which was stolen from his cabin.

The Widow's Plaint.

A Chinese widow living at 37, Staunton Street has complained to the Police that while she was walking in Wellington Street yesterday she was accosted by a man who, taking her into a stairway and performing the confidence trick, robbed her of $20.

The Sambia.

The H.A.L.S. Sambia, which met with an accident on the rocks off Shadow Island, went into the International Dock at Shanghai on May 22. Upon an examination being made it was found that the damage consisted of a hole on the port side near the bilge and another hole amidships.

India's Cargo.

The cargo shipped by the P. and O. steamer India from Hongkong on the 23rd inst., included 100 bales of waste silk for Manchester; 2,095 packages of tea, 105 bales of raw silk and 731 rolls of mats and matting for London; 316 bales of raw silk for Lyons; 100 bales of waste silk, 120 bales of raw silk and 20 cases of human hair for Marseilles; 100 slabs of tin for Trieste.

Specie for Canton.

It is reported that a large amount of specie for the redemption of paper currency in Kwangtung is being conveyed from Shanghai on board the gunboat Fuho on its way to Canton. The Ministry of Navy has also detailed the gunboat Yung-heiang to escort the first named gunboat. The money for the relief of the money market is expected to arrive at its destination before long.

MOUTRIE AND CO.

A Dividend of Ten per Cent

Messrs. Moutrie and Co. have been advised by their head office that the Director, recommend a dividend of 10 per cent., to place to reserve $25,000, and to carry forward to new account $12,873

PLAGUE RETURN.

The plague return for last week shows that there were 218 cases of plague reported last week and 188 death. of the reported cases 137 occurred in the city of Victoria and 81 in other districts. Five of the cases were Indians, one Malay and the rest Chinese (three being imported cases.) The deaths numbered 188. The total for the year now amounts to 1,673 cases with 1,518 deaths. There have been five European cases but no deaths. All the others, except 49 other Asiatics, were Chinese cases.

COMPANY MEETING.

The "Star" Ferry Co., Ltd.

[VERBATIM.]

The ordinary annual general meeting of the "Star" Ferry Company, Ltd., was held this afternoon at the offices of Messrs. Jardine, Matheson and Co., Ltd., the Hon. Mr. D. Landale presiding. There were also present:—Sir Paul Chater and the Hon. Mr. E. Shellim, directors, Dr. J. W. Noble, Messrs. F. Smyth, O. S. Gubbay, J. W. Taylor, H. A. Siebs, G. O. Moxon, C. E Warren, Ho Fook, shareholders and the secretary, Mr. W. S. Brown.

The Chairman:—Gentlemen, as it is past the time for which this meeting has been called, and there is a quorum present I will ask the secretary to read the notice convening the meeting.

The Secretary read the notice convening the meeting as well as the auditor's report.

The Chairman said:—Gentlemen, I propose, if it be your pleasure, that we take the report and accounts as read.

There has been a considerable increase in our working expenses during the year under review, due chiefly to the advance in cost of coal and also to the greater consumption of this commodity and the larger staff necessitated by the increase in railway traffic.

The working account shows a gratifying decrease in discount on subsidiary coins, but the loss sustained in this regard is still a heavy one and the matter has our very careful attention.

The absence of the Reserve Fund from this year's accounts is explained by the fact that $100,000, the balance of this fund, was capitalised in accordance with the resolutions passed by the shareholders on 16th July last year.

In view of the fact that our launches are not insured against accident or collision, we consider it necessary to build up an Accident Fund, and propose to appropriate $4,615 05, (that is 5 per cent. of the book value of the boats) towards that fund. I hope that it may be a long time before we have to draw thereon.

Last year the launches were insured against total loss only occasioned by typhoon, but in view of the approaching completion of the new typhoon refuge, your directors do not consider it necessary to renew the insurance this year.

The new double wharf at Kowloon is now in use and in many respects is an improvement on the old wharf, particularly with regard to the handling of railway traffic. A shelter is being erected in front of the wharf to minimise the discomfort to passengers in wet weather.

I beg to propose the adoption of the report and accounts as presented.

Mr. Gubbay:—I have much pleasure in seconding.

The Chairman:—The adoption of the report and accounts as presented, has been proposed by myself and seconded by Mr. Gubbay and is now before the meeting for discussion. I shall be happy to answer any questions shareholders may wish to put. There being no questions, gentlemen, I will put the resolution which has been proposed and seconded. Those in favour of it please hold up their hands—against—carried unanimously. The next business, gentlemen, is the re-election of the retiring director, the Hon. Mr. Shellim.

Mr. Taylor:—I have much pleasure in proposing the re-election of the Hon. Mr. E. Shellim as director.

Mr. Ho Fook:—I beg to second.

The Chairman:—The re-election of Mr. Shellim has been proposed by Mr. Taylor and seconded by Mr. Ho Fook. Those in favour of it please hold up their hands—against—carried unanimously. The next business gentlemen is the re-election of the auditor.

Mr. Smyth:—I beg to propose the re-election of Mr. F. Maitland as auditor for the ensuing year at a remuneration of $200 per annum.

Mr. Warren:—I beg to second.

The Chairman:—The re-election of Mr F. Maitland as auditor for the ensuing year at a remuneration of $200 has been proposed by Mr. Smyth and seconded by Mr. Warren. Those in favour, please hold up their hands—against—carried unanimously.

That is all the business, gentlemen. Dividend warrants may be had on application on and after Friday, May 29. Thank you for your attendance.

CHILDAR PIRACY.

Nine Chinese Brought up for Extradition.

At the Police Court, this morning, before Mr. Wood, the nine Chinese (one a woman) charged with being concerned in the Childar piracy, were again brought up for the purpose of extradition.

Mr. P. M. Hodgson (Crown Solicitor) supported the application for the extradition of the prisoners to Canton under a requisition made by the Tutuh to His Excellency the Governor of Hongkong.

Cheung Chung-kwai, steward on board the s.s. Childar said that he was on board when the piracy took place. They left Hongkong at 11 a.m. and at 6.15 p.m. when the trouble commenced he was inside his cabin. He heard a noise outside his cabin, and as he went out to ascertain what was the matter, he was seized by the pirates and taken into the cook's galley. A man, the sixth defendant, was outside the door of the galley with a revolver in his hand. Witness, about a month later, identified the man at Macao. The pirates took $235 and a jacket from him. Witness being shut up in the galley could not say what happened to the vessel, but he knew the engines had been stopped. The Childar was run in close to the side of a hill, but what happened to the pirates he could not say. They had disappeared by the time he came out on deck again. At Macao he identified certain clothing and articles belonging to him. One of the articles was a blanket, similar to the one produced in court, which was stolen from his bunk.

A cabin boy of the s.s. Childar said the pirates found him on the lower deck. He was taken on the upper deck by two men. The third and sixth defendants were the men who took him up.

The Hon. Mr. Mel. Messer, Captain Superintendent of Police, said that on April 14 he was present at an identification parade of the prisoners at the Victoria Gaol. Prisoners 8 and 9 and another man were included in a row of fourteen others.

The magistrate on a point of law as to the admissibility of evidence of identification when the person who identified the prisoner was not called, ruled the evidence out, and Mr. Hodgson closed the case for the prosecution.

The first defendant, in the box, said he was a hawker and lived in the Taiping district. He went to Macao to worship at the tombs. While there the police came and arrested the people, but what for he did not know. Later, they charged him with being a pirate on a steamer, but he was not.

In answer to Mr. Hodgson, defendant said he had never lived at 214 Reclamation Street, though he had passed it once or twice last year. He had never been inside it. He was not in Hongkong during the first half of March; in fact the last time he was here was Nov. 22, last. He stayed at the Kwang Tai, and on November 24 he went on the Au Lau boat. He came to Hongkong instead of going to Canton because it was not convenient to go from Kamshui to Au Lau by the latter route.

The case was proceeding as we went to press.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila observatory, at 9.40 p.m. yesterday:—

Cyclone or Typhoon—over the eastern Visayas. Moving W.

Another telegram received at 9.30 a.m. to-day:—

Cyclone or Typhoon—over the eastern Visayas. Almost stationary.

DEATH OF MRS. LAMMERT.

Old Resident Passes Away.

We regret to announce the death of Mrs. Lammert, the widow of the late Mr. G.R. Lammert, auctioneer, which occurred at Merion, the Peak, yesterday at 5.30 p.m. For some time past Mrs. Lammert had not been enjoying good health and her demise, though a sad blow to the family, was not altogether unexpected. With works of charity the deceased lady was prominently connected, and her good work in connection with the Ministering Children's League, the Convent bazaar, Miss Johnson's bazaar, etc., will be long remembered.

Mrs. Lammert arrived in Hongkong as far back as 1861, from the county of Kent, of which she was a native, and a year after her arrival, her son George, the senior child of a family of seven sons and two daughters, was born. The deceased lady had only been Home once during her residence in the Colony; that was in 1874. Sympathy with the family is general in their sad bereavement.

The cortege will pass the monument at 5.30 this evening.

ASSAULTED A POLICEMAN

Arthur Slade, a distressed British seaman, who was sent down from Shanghai to Hongkong, was charged before Mr. Wood at the Police Court this morning with behaving in a disorderly manner in the Sailors' Home and with assaulting P. C. Taylor.

From the evidence given in the case, it appeared that the constable was asked to eject the man on account of his behaviour and when the constable attempted to do so, the defendant, a strongly built man, assaulted the officer and struck him in the chest.

Mr. Wood fined the defendant $5 on each charge or in default of payment imprisonment for fourteen days.

POLICEMAN'S STRUGGLE.

Coolie's Wound in the Foot

A coolie has been admitted to the Government Civil Hospital, suffering from a bullet wound in the foot. The man, who is employed at the cement works at Hunghom, is supposed to have received his injury during the struggle which P. C. Shafton had with Chinese on the Kowloon City Road, the day before yesterday.

DIAZ AT MONTE CARLO.

Ex-Dictator, Recovering from Grippe, Won't Discuss Mexico.

Monte Carlo, April 21.—Gen. Porfirio Diaz, ex-Mexican Dictator, has come here to recover from the after effects of an attack of the grippe. He is accompanied by his wife.

The convalescence of the general, who is nearly eighty-four, is progressing normally, although he is troubled with deafness. He shows great interest in the news about Mexico, and besides reading all available newspapers, receives many private telegrams on the subject.

Gen. Diaz resolutely refused to-day to make any comment upon the action of the United States toward Gen. Huerta when a correspondent reminded him of his often-repeated remark that the only circumstances under which he would return to Mexico would be when peace had been established there or when his country was attacked by a foreign Power.

Some months ago Gen. Diaz asked Gen. Huerta as an act of patriotism to retire from the dictatorship of Mexico in favor of some one who could obtain the confidence of all factions in the country.

HOTEL PROPRIETOR SUED.

Accountant's Claim for over Four Thousand Dollars.

In the Supreme Court, this morning before Mr. Justice H. H. J. Gompertz, the case was resumed in which I. P. Watson, 13, Victoria Street, an accountant, sued Friederich Reichmann, proprietor of the Grand Hotel, for the sum of $4,178.43, balance due from the defendant of money lent by the plaintiff to the defendant and money paid by the plaintiff to various persons or firms at the request and on behalf of the defendant, between May 12, 1911 and January 6, 1912.

Mr. F. C. Jenkin, instructed by Mr. C. Farebrother Mason, of Messrs. D'Almada and Mason, appeared for the plaintiff, and Mr. Eldon Potter, instructed by Mr. Dixon, of Messrs. Wilkinson and Grist, appeared for the defendant.

Mr. Potter asked for the plaintiff to be recalled, and on the latter appearing in the witness box he was questioned as to an item re a payment of $118 at the French Store. Plaintiff replied that he got no I.O.U. because defendant did not make one out when asked. Plaintiff got a receipt, but he had not got it now because he had left it in the drawer. He paid Thomas Cook and Son $16. He had no I.O.U. for that because defendant would not write one out. He had not got the receipt. The payment was for steam launch hire, not a payment of commission to a runner for bringing guests to the hotel.

By Mr. Jenkin:—When he attended Messrs. Wilkinson and Grist's office he saw those two receipts.

Mr. Potter said that was not so because the receipts were never in the office of Messrs Wilkinson and Grist.

Mr. Jenkin said his evidence was that they were seen there.

Mr. Potter said that his friend had said this case in a sense was a simple one and there was no question of law. He agreed with his friend when he said that in many respects it was a most extraordinary one; it was one of the most extraordinary cases his Lordship had ever tried in that Court for the reason that plaintiff came into Court and told his Lordship a story which, he submitted, had never been heard in a Court in Hongkong before. The story substantially was that though plaintiff had no money of his own, in order to finance his master, who required money, he went out into Hongkong and borrowed money on the highways and byeways on defendant's behalf and borrowed that money without promissory notes or having to pay interest at the very time that he was not able to finance himself to the extent of $150 to pay off a promissory note of 1910 and another $250 on a promissory note which he had borrowed about the same time. That was to say he was prepared to go out into Hongkong and borrow money for Mr. Reichmann although he was not able to raise sufficient money to pay off his own debts. He could not even pay off instalments of $5 per month fixed in a Summary Court action. He could not keep up the payments. The story carried to its furthest length represented the case of the faithful servant borrowing at all hazards to support his master although for his own needs he was unable to get a penny. He supported his story by producing what they had called throughout the case—I.O.U.'s.

They were called I. O. U's. because they had been written on hotel chit paper—some were and some were not. The first of the I. O. U's. was for the sum of $200 for money lent. There was some divergence of opinion about that. His friend said anyone could make a mistake; those represented a number of small items. But plaintiff said no. He said the money belonged to his younger brother who entrusted him with the money he lent to his master without interest or promissory note and never got it back again. Counsel put it to his Lordship, as he put it to the witness yesterday, he was robbing Peter to pay Paul. It was an extraordinary fact which came out in the course of cross examination that for the $200 there was, or there were, a number of I. O. U's. that the defendant himself admitted totalled seven eight or nine, about $7,000. Plaintiff would ask his Lordship to believe that although Mr. Reichmann was not able to pay $200 and was repeatedly asked by plaintiff to pay, he was in a position to pay off seven or eight other I. O. U's for $200.

His Lordship: The early amounts were not paid off, there were some specific appropriations; two payments of debts. He did not pay generally, he paid so much and he got an evidencial document back.

Mr. Potter: That is hardly plaintiff's case and it is not our case either.

Mr. Jenkin: It was plaintiff's case.

Mr. Potter: Perhaps plaintiff's case would be that. Continuing, Mr. Potter said that although he repeatedly asked for the $200 he did not get it. They asked plaintiff where he got the different sums of money from. He said he got $2.0 from his younger brother, $500 from a gentleman named Leung, the next $200 he got from Leung, else $554 from someone also, $600 he said he got from the witness who was called yesterday, $800 from Leung and $1,130 from a mandarin now in China. It was an absolutely unbelievable story. There was one item which did not appear in the claim but which they had heard much of, an item of $1,000 paid by cheque and received by Mr. Reichmann and banked by him on August 3. It was suggested by the plaintiff that the $1,000 cheque was obtained for the express purpose of making a loan to Mr. Reichmann because Mr. Reichmann required it to pay his rent, which was only $850. Although it was not claimed for a year, they had heard more about that item than any item appearing on the particulars. Why? Because plaintiff was endeavouring to make out that Mr. Reichmann at that time was in need of money and that he asked the plaintiff to go out and borrow money and he did so. But what did they find on that point? That already the man had been compelled to put up $1,000 to Mr. Reichmann which he had in fact paid by agreement of August 12. Counsel put it to his Lordship that the $1,000 cheque was got from the man Mok by the plaintiff for the purpose alone of putting up the deposit which Mr. Reichmann absolutely required. There again they found the story told by the plaintiff—which he considered a material point—in which he tried to make a blow which would affect the credit of Mr. Reichmann, and he found it shaken to its very foundations. Look at the probabilities. One thousand was required as a deposit by the agreement of August 12; the agreement specified for a deposit and plaintiff got a cheque for $1,000 on August 11, which was handed to Mr. Reichmann, probably on August 12. That $1,000 was for the deposit and nothing else. Counsel had asked him how he had come in possession of the dishonoured cheque. Did his Lordship believe his story on that point, that Mr. Reichmann gave it him and said "for goodness sake keep it away from the eyes of the general public"? He submitted to his Lordship that those documents were improperly taken away for the express object within the plaintiff's mind of making out some such case against Mr. Reichmann at some future time. Plaintiff asked the Court to believe that he lent the defendant $4,000 without interest, and further that he had to go out and borrow it because he had not got it. There were three dishonoured cheques according to the letter of Messrs. Dennys and Bowley, but Mr. Reichmann would tell them that there was no question of him being insolvent, because he could raise money without any difficulty, and that it was dishonoured owing to the plaintiff not lodging the money in the bank at the proper time and when he was told to. Plaintiff did not suggest that defendant paid any of the other dishonoured cheques and if Mr. Reichmann was in the habit of borrowing money from him when the cheques were dishonoured. Why did'nt he do so before? There was no suggestion that Mr. Reichmann was unable to give him a cheque so he gave him a chit. He was given a chit for $190 and that money would come out of the till and when the money was reckoned up the chit would represent $190. That covered all the facts. The suggestion that the chit was given by a man who could not pay was an absurdity. There were thousands of dollars going into the hotel, as Mr. Reichmann would tell them. His Lordship had heard already that from May to December $50,000 was received by the plaintiff in the hotel and in spite of that the plaintiff said Mr. Reichmann could not pay him his wages.

He could not even pay the $16 which also appeared in the claim.

Counsel submitted it was inconceivable that this man, who had $50,000 coming in, could not pay what was suggested, especially in view of the fact that this money, plaintiff said, was borrowed money. When this man was authorised to pay money out of the hotel accounts, a chit was given representing that amount; these chits had been going on for years past and they were given as a check, and nothing more.

Mr. Crew, who lived at the hotel, was defendant's father-in-law, and was a man of means; and if the defendant wanted to borrow money, he could get it from him.

The defendant's own story was so full of facts that the plaintiff's story could not be believed.

The defendant then went into the box and, in answer to Mr. Potter, said he bought the hotel with Mr. Crew's money. Mr. Crew was a man of means and had been in Australia for many years. Mr. Crew had resided in the hotel ever since, with the exception of a spell or two in Australia. He (defendant) had never borrowed money from this man, or got him to raise loans for him. At the time of this trouble, there was no regular system of book keeping. Defendant gave plaintiff I. O. U's for money paid out of the drawer. He did not initial the book each night. He denied totally that these I.O.U.'s represented any loans made by the shroff to him. He had asked the plaintiff for the guarantee because he found he had been collecting money and not entering it in the cash book. He denied the $1 000 was a payment as a loan. He (defendant) had found a number of chits missing and not accounted for in the cash books. He took the books from plaintiff and handed them over to Mr. White, who was then the clerk. A writ was served on defendant personally at about 12 o'clock on the day of plaintiff's dismissal, at the hotel. It was not served on his solicitor, but personally served. That was the first notice he had of the claim. Plaintiff said to him: "You belong owe me money." Defendant replied: "I don't owe you a cent."

By Mr. Potter: You turned him out of the hotel?—Yes, within one minute (laughter).

Mr. Potter: I think you counterclaim for $1,500?—Yes.

The hotel is unencumbered, there is no mortgage on it and the hotel is making profit?—Yes.

SPECIAL CABLES.

[*From Our Own Correspondent.*]

INTERPORT CRICKET.

HONGKONG DO BADLY IN SECOND VENTURE.

Shanghai. Received May 27.

In the Interport Cricket match between Shanghai and Hongkong, the former carried their second innings' score to 194, making the aggregate of the two innings 393. This left Hongkong with 241 to get in their second venture to win, but when the day's play closed nine men had been disposed of for 107. Scores:—

Shanghai (Second Innings.)

H. B. Ollerdessen	38
A. E. Lanning	3
Captain Barrett	43
E. W. Stagg	6
J. A. Quayle	0
V. H. Lanning	31
F. W. Potter not out	58
Dr. H. H. Morris	4
R. A. Brand	3
Murphy	0
Haynes	0
Extra	8
Total	194

BOWLING ANALYSIS.

	Wickets.	Runs.
R. E. O. Bird	3	60
R. A. Stokes	1	22
G. R. Sayer	1	41
R. N. Anderson	1	25
E. B. Reed	4	10

Hongkong (Second Innings.)

T. E. Pearce	7
Captain Matthews	5
A. A. Claxton	19
G. R. Sayer	0
R. Hancock not out	59
H. O. Bagnall	6
R. N. Anderson	8
R. A. Stokes	1
K. R. Macaskill	1
E. B. Reed	0
R. E. O. Bird to bat	0
Extra	1
Total (for 9 wkts.)	107

WELL BEATEN.

Shanghai. Received May 28.

The closing scores were:—

Hancock not out	71
Bird	3
Extras	3
Total	124

DAIRY FARM NEWS.

To-day's Advertisements

NORDDEUTSCHER LLOYD, BREMEN.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 3rd of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 2nd of June, at 9.30 a.m.

All claims must reach us before the 10th of June, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 27th May, 1914. [584

NOTICE.

THE Office of Chinese Maritime Customs for Kowloon and District will be closed to public business on the 29th instant (5th day, 5th moon), being the date of the Summer Holiday

R. GORDON LOWDER.
Commissioner of Chinese Customs,

York Building,
Hongkong, 27th May, 1914.

NOTICE.

WE have admitted Mr. Pun Wan Kook and Mr. Pun Kik Po as partners in the Company as from the 15th day of May 1914.

The management of the firm will remain as hitherto, and Mr. Pun Wan Kook will also sign for the firm.

UNION TRADING Co.
16 Des Vœux Road, Central,
Hongkong, 28th May, 1914.

NOTICE TO CONSIGNEES,

FROM SHANGHAI, KOBE. AND MOJI.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, consignees of cargo are *hereby informed that their goods* will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.
Agents.

Hongkong, 28th May, 1914. [585

Shipping

CANADIAN PACIFIC ROYAL MAIL.

STEAMSHIP LINE.

	From Hongkong	From Quebec
Empress of India	28th May.	—
Empress of Asia	10th June.	—
Empress of Japan	25th June.	—

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

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"EMPRESS OF RUSSIA." "EMPRESS OF ASIA." via Optional Atlantic Port. £71.10.

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"MONTEAGLE". Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECAIL RATES (First Class only.) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

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For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

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Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "A. Apcar," 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, KOBE & MOJI, on 7th June.

S.S. "Takada," 6,800 tons, Capt. J. R. O'Sullivan, will be despatched for KOBE & MOJI on 16th June.

WESTWARD.

S.S. "C. Apcar," 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 2nd June.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched as above on 16th June.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.
Agents.

Hongkong, May. 26, 1914.

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Tourist, Steamship and Forwarding Agents, Bankers, &c.

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Through rates to all European North Continental and British Ports, also Trieste, Fiume, Marseilles, Genoa, and other Mediterranean Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Segovia	29th May
" " "	Preussen	8th June
" " "	Silesia	18th June
" " "	C. Ferd. Laeisz	3rd July
" " "	Senegambia	17th July
" " "	Scandia	27th July
" " "	Alesia	14th Aug.
Victoria, Vancouver, S'tle & P'land (Or.)	Saxonia	10th June
" " "	Andalusia	4th Aug.
" " "	Silhonia	9th Sept.
M'les, R'dam, Hamburg & A'werp	Brasilia	3rd June.
Havre & Hamburg	Furst Bulow	5th June.
Havre R'dam Hamburg & A'werp	Wuerttemberg	19th June.
Marseilles & Hamburg	Sudmark	24th June.
M'les, Havre, Emden & H'burg	Segovia	4th July.
R'dam, H'burg & A'werp	Goldenfels	13th July.
Havre, Bremen & Hamburg	Preussen	16th July.
R'dam & Hamburg	Emden	20th July.
Havre, Emden & Hamburg	Silesia	29th July.
Dunkirk & H'burg	Frisia	10th Aug.

For Further Particulars, apply to—

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Hongkong Office.

Shipping

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—
Subject to Alteration

Destination.	Steamers.		Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said	Atsuta Maru, Capt. Trizawa	T. 16,000	WEDNES., 3rd June, at 10 a.m.
	Hitachi Maru, Capt. T. Sato	T. 12,500	WEDNES., 17th June, at 10 a.m.
VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama	Sado Maru, Capt. Asakawa	T. 12,500	TUESDAY, 2nd June, at 4 p.m.
	Yokohama Maru, Capt. Machida	T. 12,500	TUESDAY, 16th June, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Kumano Maru, Capt. K. Soneda	T. 9,300	WED., 3rd June, at noon.
	Tango Maru, Capt. Sekine	T. 13,500	WEDNES., 1st July, at noon.
CALCUTTA via S'pore, Penang & Rangoon			
BOMBAY via Singapore and Colombo.	Bombay Maru, Capt.	T. 5,000	TUESDAY, 2nd June.
KOBE & Yokohama	Kitano Maru, Capt.	T. 16,000	WED., 3rd June, at 11 a.m.
NAGASAKI, Kobe & Yokohama	Tango Maru, Capt. T. Sekine	T. 13,500	TUESDAY, 2nd June, at 5 p.m.
SHANGHAI, Moji, Kobe & Yokkaichi	Kawachi Maru, Capt. Christiansen	T. 12,500	FRIDAY, 29th May.
KOBE & Yokohama	Tosa Maru, Capt. Yoshikawa	T. 12,500	FRIDAY, 5th June.

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1st class	$135	$122	$103	$95
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CHINA NAVIGATION CO., LTD.

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For	Steamers.	To Sail.
SHANGHAI & TSINGTAU	Chenan	30th May at m'night
MANILA, CEBU & ILOILO	Taming	2nd June at 4 p.m.
SHANGHAI	Liangchow	2nd June at 4 p.m.
PAKHOI & H'PHONG	Sungkiang	3rd June at 10 a.m.
SHANGHAI	Luchow	4th June at 4 p.m.
S'TOW, W'WEI, C'FOO, T'TSIN	Kueichow	5th June at 10 a.m.
MANILA, CEBU & ILOILO	Tean	9th June at 4 p.m.

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☞SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui" "Chenan," "Shaohsing" and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

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Telephone No. 36
Hongkong 28th May, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.
(Vladivostok via Nagasaki.)

The S.S. Koursk 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 28th day of May.

Homeward Bound.
(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T., Commander Kahiani, is expected to arrive here on or about the 6th day of June.

The S.S. Koursk 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 17th day of July.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent,
Hotel Mansions, 3rd Floor.
Tel. No. 1314.

Hongkong, May 14, 1914.

Shipping

HONGKONG PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	TUES., 2nd June, 4 p.m.
Zafiro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	THUR., 11th June, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

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GENERAL MANAGERS

Hongkong, 25th May. 1914.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected to or about	For	Will leave on or about
Tjimahi	JAVA	2nd half May	JAPAN	2nd half May
Tjibodas	JAVA	2nd half May	JAVA	1st half June
Tjikini	JAPAN	1st half June	JAVA	1st half June
Tjimanoek	JAVA	1st half June	S'HAI	1st half June
Tjipanas	S'HAI	1st half June	JAVA	1st half June
Tjilatjap	JAVA	1st half June	JAPAN	1st half June
Tjiliwong	JAVA	1st half July	JAPAN	1st half July
Tjitaroem	JAVA	2nd half July	S'HAI	2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

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(Occupying 9 to 10 days.)

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Haitan	A. H. Stewart	FRIDAY, 29th May at 11 a.m.
Haiyang	A. E. Hodgins	TUESDAY, 2nd June at 11 a.m.
Haiching	W. C. Passmore	FRIDAY, 5th June at 11 a.m.

FOR SWATOW.

Haimun	J. W. Evans	SUNDAY, 31st May at 10 a.m.
Haimun	J. W. Evans	WED., 3rd June at 11 a.m.

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LOG BOOK.

Reclamation Scheme.

The Toshin Warehouse Company has filed an application for a charter for the reclamation of the seafront at Hamabe-dori, Kobe, of 10,316 tsubo, for the construction of more warehouses and sheds to meet increased requirements when the first quay, which is shortly to be completed, is open for public service. The cost of the reclamation is estimated at Yen 1,000,000.

The Toll Question.

It is curious to note the arguments put forward on the other side of the Atlantic to justify the exemption of the payment of Panama tolls by American vessels. The *Marine Journal* maintains that the British Government pays the Suez Canal tolls incurred by the P. & O. Company, and that the mail payments made by other countries are for the same purpose, and that when the Panama canal is opened the various "foreign Governments will proceed to give, to at least their principal steamship Companies, the money to pay the tolls for passing through this great American waterway. That is just as certain as the rising and the setting of to-morrow's sun." The British mail contracts are put up to tender, and they are payments for services rendered in the carriage of mails. More than one British Company would be better off if they had no contract with our Government for carrying our mails, the conditions being so onerous. One is surprised at a publication of the standing of the *Marine Journal* putting forward such arguments, as the editor knows, or ought to know, that the British mail payments have no connection, directly or indirectly, with the payment of Suez Canal tolls.

A New Dutch Liner.

The steamship Rioauw, built by Messrs. Archd. McMillan and Son, Ltd., Dumbarton, for the Koomvaart Maatschappij Nederland, Amsterdam, recently ran her trials on the Firth of Clyde. She is of the shelter-deck type, and is built to Lloyd's highest class. Length over all, 470 ft.; breadth 56 ft.; depth moulded to shelter-deck, 38 ft. 3 in. She is intended for the transport of pilgrims and general trade with the East. The exposed decks are sheathed with teak, and the accommodation for passengers, officers, and doctors is arranged in a house on top of the bridge deck. She is supplied with a complete wireless installation. In the poop the accommodation provided for seamen, petty officers, apprentices, and stokers includes mess rooms, bath rooms, and lavatories. The steering-gear house is placed at the after-end of the poop, and the steering arrangements consist of steam and hand gear, fitted with a quadrant and controlled by telemotor from the flying and navigating bridges. Steam heating is fitted throughout, also electric light with generators driven by steam turbines. In a steel house on top of the boat deck there is a Hall's fire-extinguishing and disinfecting apparatus. There are 13 life-boats and one pram, all constructed of teak. She is fitted with 20 steam winches, some being of Sieurin's make, while there are 29 steel derricks, one capable of lifting 30 tons. Water ballast is provided in the cellular double bottom, both peaks, and deep tank. The propelling machinery has been supplied by Messrs. D. Rowan and Co., Glasgow, the engines having cylinders 28½, 47 and 82 by 54 in. stroke. The six boilers are 13 ft. 9 in. by 12 ft., designed for a working pressure of 213 lbs. They are worked under forced draught on Howden's patent hot-air system, and the steam is superheated by means of smoke tube superheaters. As in the case of the sister ship Roepat, the bottom has been painted with three coats of Schobert's free from mercury or copper combined anti-fouling and anti-corrosive compositions. The trials proved in every way satisfactory, and a mean speed of 14½ knots was obtained on the measured mile.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, THURSDAY, MAY 28, 1914

SPECIAL CABLES.

(*From Our Own Correspondent*).

INTERPORT TENNIS.

SINGLES PLAYED TO-DAY

Shanghai, Received May 28.

The tennis singles open to-day at 4.15 p.m., Green meeting Potts.

The doubles will be played to-morrow, Toussaint and Almore meeting Hancock and Green.

(*Special Pacific Service to the "Telegraph"—Reuter.*)

CHINESE LEGISLATIVE BODIES.

Peking, Received May 28.

A Manifesto states that as the Tsanchengyuan has been established and the Political Council suspended, Li Yuan-hung has been especially appointed chief of the Pingchengyuan.

The personnel of the Tsanchengyuan includes a Mongol Prince, a Tibetan Llama and a number of former Chinese Ministers abroad, while the majority served under the Manchu Dynasty.

KOREAN AMNESTY.

Seoul, Received May 28.

The amnesty in connection with the mourning for the late Empress Dowager commutes the sentences of 2,452 prisoners out of a total of 3,000.

NEW CANTON GOVERNMENT.

Peking, Received May 28

Li Kuo-yun has been appointed Governor of Kwangtung.

RUSSIAN WAR MINISTER'S TOUR.

Harbin, Received May 28,

The Russian War Minister has passed through Harbin without stopping.

CANTON NOTE REDEMPTION.

DISPUTE CONCERNING FOREIGN DELEGATE.

Peking, Received May 28.

Although the Chinese Government and the Quintuple Group have agreed as to a modus operandi as regards the million sterling for the redemption of the notes in Canton and Hongkong, whereby one foreign delegate and two Chinese cashiers will be appointed to supervise the scheme, the actual handing over of the money is held up by want of agreement concerning the foreign personnel.

As British interests predominate, it was proposed to appoint a British delegate, but the Russians, French and Japanese have objected on the grounds that he was not sufficiently experienced. The Chinese then proposed Dr. Arnhold, but the Russians opposed this, while the French would only support a Frenchman.

Meanwhile Mr. Boyd, who was originally appointed delegate, and also Mr. McEuen, of the Bank of China, have been appointed cashiers and the question of the delegate is still unsettled.

RAILWAY CASHIER KILLED.

Shanghai, Received May 28.

A railway cashier carrying money collected on the line and accompanied by two armed soldiers, was attacked and robbed by unknown persons in new town on Tuesday night. The collector and soldiers subsequently succumbed to their injuries. The amount of booty is unknown.

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

AIRSHIP FIRED AT.

AVIATORS ARRESTED.

[Reuter's Service To The "Telegraph."]

London, Received May 28.

Reuter's correspondent at St. Petersburg states that an aeroplane has descended at Rypin, in the Government of Plozk, manned by two German officers. Both were arrested.

The aeroplane was damaged by shots when crossing the frontier.

THE MISSING AVIATOR.

A FALSE REPORT.

London, Received May 28.

There was much excitement last evening through a baseless report that Mr. Hamel had landed from the North Sea from a fishing boat.

The King wired to the Mayor of South Shields asking for confirmation of the report.

CHINA'S INDEBTEDNESS.

Peking, May 22.

The Tsaichengpu has despatched a telegram to the Provinces pointing out that from June to December, 1914, some $10,000,000 will be required for payment of loans and indemnities; from May to December $53,650,000 will be needed for amortization of short term loans, which the Nanking Provisional Government and certain Provinces contracted, while from June to December $20,775,000 will be required for amortization of short-period loans which the Manchu Dynasty contracted.

The Tsaichengpu urges provincial chiefs to reorganize old taxes quickly and to exert themselves to the utmost in the collection of new taxes, in order to safeguard national honour.

The telegram adds that the Government is negotiating with the Quintuple Group with a view to securing a loan of £7,500,000 solely for redemption of these loans. Civil Governors are ordered to reply stating approximately what sums can be expected from them.

HOTEL PROPRIETOR SUED

(*Continued from Page 5.*)

You have been offered $15,000 dollars for your interest in the hotel?—$17,000. I have three and a half more years to run.

Continuing, witness said the cheques were not dishonoured because he was insolvent. One of the cheques was returned dishonoured at the period when the hotel collected $50,000. He found an envelope of the Telephone Company containing the returned cheque from the bank and a request for payment in cash. He asked plaintiff what the meaning of this was and he said he was very sorry, he had forgotten to go to the bank until it was too late.

Mr. Jenkin: I want us to understand each other from the first. The position you take up is that you are the victimised hotel proprietor and plaintiff is a swindler?—Yes.

He has not only swindled you, but is now claiming several sums of money which you say you do not owe?—That is so.

Can you give me any idea to what extent this man has swindled you—apart from this claim?

Witness: Apart from that claim?

Mr. Jenkin (heatedly): Apart from the money he says he now wants out of you. How much do you think he has taken out of your till, or in any way?—A few thousand dollars or more.

Witness went on to say he had looked into his books and he could prove $15,000 was owing to him from the plaintiff.

There were two or three cases of swindling before the date of the agreement. He could prove some.

Mr. Jenkin asked for his list of previous defalcations.

Mr. Potter said he did not know that his friend was entitled to the list.

Mr. Jenkin said that it had been suggested that his client had defaulted to the extent of $4,000 and he was asking this gentleman to substantiate that defence.

Mr. Potter said that if his friend really, genuinely wanted the list there was no objection, but it was not material to this case although it might be very material to a claim later on and he did not think his friend was entitled to ask for it.

Mr. Jenkin said that it was most pertinent to the issue in this case.

The list was produced.

Mr. Jenkin: If after the date of the dismissal anybody said they had paid the shroff that would be the end of the matter; you would not trouble them any further for the account?—Yes.

Defendant after the tiffin adjournment said that he found the plaintiff was not making entries of some people staying at the hotel.

Mr. Jenkin: He was carrying on a sort of a private hotel business (laughter).—Yes. (laughter).

His Lordship then said that on June 1, last year the Chief Justice had said that following usual custom in hot climates they might remove their wigs. He (Justice Gompertz) was of the opinion that it was as warm to-day as it was in June last year and he was going to lay aside his wig. Counsel could do so if they pleased.

Both counsel gratefully accepted his Lordship's invitation to increased comfort.

Mr. Jenkin said the business of a hotel proprietor was to make money and he did not suppose the defendant would be too busy to receive money (laughter.)

Witness said the money was held over until next day on occasions when he was not in the hotel. He was not sure that the dates given on the I.O.U.'s were correct.

Mr. Jenkin:—Every time the amounts in the book don't tally with the I.O.U.'s you will say the dates are wrong?—No; some of them wrong.

By your consent he did not hand over the whole of the hotel receipts each day?—Yes.

Do you rely on his statement for your answer, that this lapse of memory was the excuse every time your cheque was returned dishonoured—that he had forgotten to go to the bank until it was shut?—Yes, two or three times.

Defendant further said that he had received notice from the landlords that they wanted notes and no more cheques. They wrote to him on October 31 stating that they would be glad to receive payment the next day in notes. They were paid in notes too.

You sent plaintiff on November 30 to pay your license at the Treasury?—Yes.

On the 30th, Mr. Reichmann, there was only $750; where did you get the money from?—The money is put away month by month, $200, and never touched. That is for the license.

Mr. Jenkin: $2,400 a year with which to pay your licence. That is good arithmetic?—Yes.

You didn't think of putting your rent by?—No, that is month by month.

The same principle applies you know, many a mickle makes a muckle (laughter.) How much has Mr. Crew invested in the hotel?—$35,000.

The hearing was again adjourned in order that his Lordship might take bankruptcy cases.

"WE WANT YOUR MONEY."

Charge of Obtaining Money by Menace.

Eleven Chinese appeared before Mr. C. D. Melbourne, this afternoon, charged with obtaining money by means of menaces from other Chinese.

Mr. Agassiz, of Mr. Harding's office, in conjunction with Mr. R. C. Faithfull prosecuted, and Messrs. J. H. Gardiner and Mr. W. B. Hind (the latter of Mr. Brutton's office) defended.

The complainant, employed on the s.s. Tean, deposed to being met by five of the defendants, and being asked to go with them to the To To Sin restaurant in Des Vœux Road. He went with them, and while there the first defendant suggested that as complainant had been employed on the steamer for two years he must have plenty of money. Complainant said he had no money, and the man replied that if he said that they would kill him when they got him outside. The first defendant asked for $100, but the complainant reiterated that he had no money, but, if they wished, he would go out and get some for him. The first defendant said:—"It is no use for you to say no money. If you say that I shall strike you now." The first defendant then said he would search the complainant who, as he had $100 in notes and $50 in money, refused to be searched. However, he went to the door and took the $50 in coin and handed that to the first defendant,

On receiving the money the defendant divided the money among those present, each man receiving $7.

The following night complainant went on board the s.s. Kwong Lee to clear out of the Colony as he was afraid. The next afternoon his wife came on board the Kwong Lee and asked him to go back with her and eventually he did. All the defendants except three, turned up at his house at the same time, with other men not in custody.

The first defendant asked the complainant why he had run away. "We want your money," continued the first defendant, "We don't care whether you run away or not, we still want your money. Even if you run away to Shanghai, we still want your money. If you say you have no money, come out and I will take you down the street and kill you."

The case was continuing as we went to press.

LOSS OF THE JANET NICOLL.

Story of Disaster and Salvage Operations.

The Janet Nicoll, of the Eastern Shipping Company's fleet, which went ashore on Kopah Bar on Sunday, May 10, has been given up as a total wreck, says the *Penang Gazette* of the 19th inst. A quantity of the cargo, including much tin and tin ore, has been salved. If the weather should remain favourable it is hoped to effect further salvage, but the vessel, with her back broken and partly submerged in water, is in a hopeless plight. The Perak, in which Mr. J. Campbell, Superintending Engineer of the Company, and Mr. Khoo Khay Chee, left for Kopah on receipt of the news of the disaster, returned to Penang early this morning, having also on board Capt. Dyason, who commanded the lost vessel, Mr. Lamont, the Chief Engineer, Mr. Hall, Chief Officer, and a number of the Janet Nicoll's deck passengers, together with the cargo which has been salved. We have consequently now been able to obtain official information regarding the stranding of the vessel.

On a Sand Bank.

The Janet Nicoll, it appears, left Kopah shortly after 10 o'clock on the Sunday morning for Penang via the south channel. She had on board a considerable number of deck passengers, her cargo consisting of tin slabs, tin ore, rice, prawn dust and general merchandise. Shortly after the time mentioned she took the ground on a sand bank on the left hand side of the bar. Capt. Dyason immediately telegraphed to the engine room "full-speed astern," but owing to the tide falling rapidly it was impossible to get the vessel off. About two o'clock the captain heard a report near the main hatch. The hatches were lifted and the chief officer went down and found that one of the beams had cracked. About half an hour later the vessel started to break up amidships.

Passengers Landed.

Capt. Dyason then ordered the boats to be lowered and proceeded to get the women and children ashore. The male passengers and the crew followed. The boats had to make many trips, as the beach was five miles distant. By five o'clock in the evening the afterhold, engine-room and stokeroom were full of water. Capt. Dyason, the chief engineer and the chief officer then decided to leave the vessel and proceeded to Kopah, where they spent the night. On the following morning they again visited the ship, which they found to be flooded, the decks being level with the water's edge. They recovered the remainder of their clothes and also the navigation instruments. The ship-wrecked crew and passengers experienced the greatest kindness at the hands of the officials at Kopah. They were fed and housed in the customs shed and the Opium Farm. In the salvage operations, too, the Siamese rendered valuable assistance.

Salvage Work.

Divers commenced salvage work as quickly as possible. We understand that all of the 122 slabs of tin shipped from Renong and Kopah have been found, while 477 of 719 bags of tin ore, shipped from Victoria Point, Renong and Kopah have also been recovered. Efforts are being made to secure the remainder, and success is anticipated if no swell or winds have to be encountered. Four thousand bags of rice were lost, as well as a large quantity of prawn dust.

The wreck will be the subject of a marine enquiry at Penang in due course. We are informed that this is the first occasion on which a vessel belonging to the Eastern Shipping Co. has been totally lost.

CAPT. VAN DUZER RETIRES.

Record of Service in the East.

The voluntary retirement is announced of Capt. Louis Sayre Van Duzer, who has been in command of the Utah, in the first division of the U.S. Atlantic fleet.

Capt. Van Duzer is one of the best-known officers in the navy, and retires in his fifty-third year. He was in the Spanish-American War, on the battleship Iowa; was in the insurrection in the Philippines, and in the Boxer troubles in China. He is a native of New York, and was appointed a midshipman at the Naval Academy in 1876, being graduated four years later. His first sea service was on the Powhattan. He was on that vessel for two years, when going on coast survey duty. His next ship was the Omaha, on the Asiatic station, in 1885. He was again on coast survey work in 1883, and was then in the hydrographic office until 1892, when he was ordered to the Miantanomah. His next vessel was the Yantic, and he was in the office of naval intelligence, and at the Linsley Institute, at Wheeling, W. Va., until 1897, when he was assigned to the Iowa. Early in 1899 (he was then a lieutenant) he went to the Philippines, serving through the insurrection on the Charleston and Petrel. He was on the former vessel when it was wrecked on an uncharted coral reef off the Island of Font, on the northeast coast of Luzon, eight miles east of Kamiguin, on November 2, 1899. The Charleston was patrolling the coast, and struck on a reef not shown on a chart at six o'clock in the morning. When it became known that the ship could not be got off, and would become a total wreck, the boats were provisioned, the crew armed, and the ship abandoned. Capt. George W. Pigman, now a rear-admiral on the retired list, was in command of the Charleston at the time. Capt. Van Duzer went to China at the outbreak of the Boxer trouble, and returned to the Naval Academy in August, 1900, remaining for two years, when he was assigned to the Marietta, and the Olympia in 1903. He was on the Connecticut in May, 1908, and was in command of the Cleveland from November in that year until he became commandant at the naval station at Olongapo, in July, 1902. Returning home in the summer of 1910, he became captain of the New York yard, and reached the rank of captain in the navy on March 4, 1911. Capt. Van Duzer had been in charge of the Utah since June 25, 1913, and has had a sea service of twenty years, and shore duty of fifteen years.

SINGAPORE SHIPPING LIGHTS STRENGTHENED.

Those who have to do with the shipping within the limits of the approaches to Singapore will have noticed a difference in the Fort Canning light since Saturday last, says the *Straits Times* of May 19. Alterations were commenced on Wednesday and completed by the end of the week, the difference being that instead of 9,000 the candle power of the light is now 20,000. This, of course, does not mean that the light will have a greater radius. That would necessitate it being raised, but it does mean that within the arc the light will be very much stronger and plainly visible right up to its limit. The Horsburgh light (Pedra Branca) is also to receive attention. Mr. Galiston, the Lighthouse Engineer, is going over there to-morrow, and hopes to complete the work in the course of a few days. In this instance, the light will be increased from 22,000 candle power to 103,000, and the duration of the flash altered to 1-1-2 secs. Other lights to be altered are those on Pulau Pisang and Pulau Undan. In the case of the former, there will be an increase of candle power from 22,000 to 103,000, with the flash altered to 3-4 sec., whilst in the latter instance the candle power will be increased from 9,500 to 35,000. It is also stated that the light on Muka Head, the leading light for Penang for ships from the west, will be very greatly strengthened. At present the candle power is 45,000 and this is to be increased, some time in July it is expected, to 200,000.

THE HOT-WATER R[illegible]

Frozen Meat and Pana[illegible]

Although the new route [illegible] New Zealand to Liverpoo[illegible] Panama will be about 900 [illegible] shorter than the present [illegible] round Cape Horn, shipowners [illegible] gaged in the enormous fro[illegible] meat trade say they will make [illegible] change. They prefer the cold [illegible] and consequently cheaper, wat[illegible]

At present the ships traverse [illegible] long stretch of cold water fro[illegible] New Zealand to the Horn, [illegible] pass through cool water comin[illegible] up the Patagonian coast, an[illegible] strike almost vertically across th[illegible] Equator. Thus the ships are i[illegible] hot water for only a few days. B[illegible] a glance at a map will show th[illegible] ships proceeding from New Ze[illegible] land to Panama would cross the Equator slantwise. They would be passing through hot water so long that it would not be unfair to call the new route from New Zealand the "Hot-Water Route." And the warmer the water the longer the refrigerating machines have to work and the greater the cost.

The frozen meat leaves the New Zealand works as hard as a rock but softens slightly during the process of handling at the wharves. For, probably, two days after the ships are laden the machines are kept hard at work driving out the warmth. Once this is done all that they have to do is to prevent warmth leaking in, and so the greater the temperature outside the ship the more work they have to do. A second important point is that where ammonia for the refrigerating process is used the gas has to be condensed, and the higher temperature the higher the pressure required. Higher pressure spells greater power, more steam, more expenditure.

The difference would be shown very plainly in the engineer's log of any mail ship. It is shown in the log of a ship which lately arrived in this country from Montevideo. When water for condensing purposes was entering the ship at 84 deg. F. the machines were working for 12, 13½ and 15 hours per day; when water entered at 60deg. they were working for only 11½ hours; and when it entered at 57deg. it was necessary only to keep them working for nine hours.

These are important differences, and shipowners say that, as far as they can see now, the distinctly higher cost of working the engines for the longer period, the Canal dues, and the time spent in traversing the Canal would more than swamp the saving in mileage.

THE CYCLISTS.

Two Boys Discharged.

The two boys, were who charged yesterday before Mr. Wood, with riding a bicycle in a reckless manner and damaging Dr. Dalmahoy Allan's rickshaw, were discharged this morning, the doctor failing to put in an appearance.

NAVAL SQUADRONS.

HIS BRITTANIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochrane	Cruising
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
[illegible]	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
[illegible]mart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Yangtsze
[illegible]mus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
[illegible]rub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
from[illegible]elmer	T. B. Destroyr	560	—	7,550	Lt.-Com. H. T. England	Hongkong
via[illegible]lio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Penang
[illegible]Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
[illegible]Jed	Torpedo boat destroyer	—	—	—	Lt.-Com. G. A. Mullock	Hongkong
Kinsha	River gunboat	616	4	1,200	Lt.-Com. H. Marryatt	Yangtsze
Kennett	Torpedo-boat destroyer	—	—	—	Lt.-Com. Boddam Whetham	Hongkong
Merlin	Surveying ship	1,040	—	—	Lt.-Com. C. J. B. Gibson	Labuan
Minotaur *	1st class cruiser	14,600	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Moorhen	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtsze
Ribble	Torpedo-boat destroyer	590	—	7,500	R.W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. Cromie	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtsze
Taku	Torpedo boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Teal	River gunboat	180	2	800	Lt.-C. Hon. Guy Stopford	Yangtsze
Thistle	Gunboat	710	2	900	Lt.-C. H. R. N. Cotrell Dormer	Swatow
Triumph		11,015	—	12,500	Capt. P. Streatfield	Hongkong
Tamar	Receiving Ship.	—	—	—	Comdr. Anstruther	Hongkong
Usk	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Virago	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Welland	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Weihaiwei
Whiting	Torpedo-boat destroyer	360	6	5,900	Lt.-Com. R. Neville	Weihaiwei
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. C. Borrett	Yangtsze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtsze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtsze
	C. 36,	—	—	—	Lt.-Com. Pope	Hongkong
	C. 37,	—	—	—	Lt.-Com. McGillwie	Hongkong
	C. 38,	—	—	—	Lt.-Com. J. Gaimes	Hongkong
	T.B. 035,	—	—	—	Lt.-Com. Handley	West River
	T.B. 036,	—	—	—	Lt.-Com. T. Barton	Hongkong
	T.B. 037,	—	—	—	Lt.-Com. Nicol,	West River
	T.B. 038,	—	—	—	Lt.-Com. H. W. Seymour,	Hongkong

* Flagship of Admiral Jerram, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.

Dupleix **	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kleber	Armoured cruiser	9,700	12	19,600	Capt. Gourts	Hongkong
Lecdee	Gunboat	645	10	1,000	Lieut. Vandier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree, Gunboat		—	—	—	Lieut. Dupuy Dutemps	Tchong-kin

** Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station

Lynx	Submarine	—	—	—	Lieut. Boluix	Saigon
Protee	Submarine	—	—	—	———	Saigon
Styx *	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	———	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com. Voisin	Saigon

* Flagship of Commodore Boucicaut, Commanding the local defence Indo-China.

German.

Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain Bruninghaus	Tsingtau
Iltis	Gunboat	900	12	1,300	Comdr. Sachsse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Firle	Yangtsze
Scharnhorst	Flagship	11,600	36	26,000	Capt. F. Schaltz	Tsingtau
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. v. Mauberge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Bocker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Oblt. z. S. Dressler	Yangtse

Portuguese.

Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhaes Correa Mac	

UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	"	—	—	—	Ensign J. R. Mann	"
A-6	"	—	—	—	Ensign H. L. Rahel Daffer	"
A-7	"	—	—	—	Ensign R. I. Wool	"
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. C. S. Keller	"
Callao	Gunboat	243	8	250	Ensign W. L. Beck	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Lt. J. C. Gennings	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Colman	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. E. Durr	"
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
Mohican	Station ship	1,900	6	1,100	Lieut. V. R. Lowe	Cavite
Monadnock	Monitor	3,990	6	3,090	Lt. Y. Rorschach	Olongap
Monterey	Monitor	4,084	4	5,277	" "	"
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton	Cav Canton
Piscataqua	Sea going-tug	854	2	1,600		
Pompey	Repair ship	3,085	—	—		
Samar	River boat	—	—	—	Lt.-Com. C. W. Coles	Canton
Wilmington	Cruiser	—	—	—	Com. P. Babin	Hongkong
Saratoga	Flagship	—	—	—	J. H. Dayton	Shanghai
Galveston	Batchoe Cruisers	—	—	—	Com. R. H. Leigh	"
		—	—	—	Lt. G. W. Haius	"

MARKET PRICES.

Hongkong May, 25, 1914.

BUTCHER MEAT. 肉食

		Cts.	
Beef Sirloin & PrimeNCut,—Mei Lung Pa	lb.	19	
" Corned,—Ham „gau Yuk	"	18	牛
" Roast,—Shiu "	"	19	腩
" Breast,—Nagu Lam "	"	14	腱
" Soup,—Tong Yuk "	"	15	尼牛骨
Steak,—Ngau Yuk Pa	"	19	嘴 肉
" do. —SirloinNgan Lau	"	30	牛柳肉
" Sausages,—Ngau Chaung	"	20	牛腸
Bullock's Brains— " Know	per set	10	牛腦
" Tongue fresh,—NgaLi u	each	60	牛利
" " corned,—Ham Ngau Li	"	60	
" Head,—Ngau Tan	"	80	
" Heart,—Ngau Sum	"	14	牛肺
" Hump, Salt,—Ngau Kin	"	19	牛
" Feet,—Ngau Kaski	"	18	牛
" Kidneys,—Ngau Y	"	10	牛腰
" Tail,—Ngau Mei	"	10	牛尾
" Liver,—Ngau Kon	lb.	18	牛肝
" Tripe (undressed),—Ngau To	"	14	牛肚
Calves' Head & Feet,—Ngau-chai-tau-kark	set	8	牛仔頭腳
Mutton Chop,—Yeung Pei Kwat	lb.	31	羊排骨
" Leg,—Yeung Pei	"	25	羊腿
" Shoulder,—Yeung Shau	"	25	羊肩
Pigs Chitlings,—Chu Chong	"	24	猪腸
" Brains,—Chu Know	per set	27	猪腦
" Feet,—Chu Kark	lb.	2	
" Fry,—Chu Chak	"	12	猪
" Head,—Chu Tau	"	3	
" Heart,—Chu Sum	each	18	猪心
" Kidneys,—Chu Yiu	pair	10	猪腰
" Liver,—Chu Con	lb	8	猪肝
Pork, Chop,—Chu Pai Kwat	"	24	猪排骨
" Corned,—Ham Chu Yuk	"	23	猪鹹肉
Leg,—Chu Pe	"	27	猪腳
" Fat or Lard,—Chu Yau	"	24	猪油
Sheep Head and Feet,—Yeung Tau Kark	set	70	羊頭腳
Heart,—Yeung Sum	each	7	羊心
" Kidneys,—Yeung Yiu	"	10	羊腰
" Liver,—Yeung Con	lb.	25	羊肝
Sucking Pigs, To Order—Chu Cha	"	22	
Suet, Beef—Sang Ngau Yau	"	18	牛生油
" Mutton,—Sang Yeung Yau	"	24	羊生油
Veal,—Ngau Chai Yuk	"	19	牛仔肉
" Sausages,—Ngau Chai Chaung	"	20	牛仔腸

POULTRY. 雞鴨

		Cts	
Duicken,— Kai Chai	lb	30	雞仔
Capons, Large, Small,—Sin Kai	"	30	雞
Chicks,—Ap	"	24	鴨
Dovee,—Pan Kau	each	18	鴿
Eggs, Hen—Kai Tan	per doz	20	雞蛋
Fowls, Canton,—Kai	lb	34	雞
" Hainan,—Hoi Nam Kai	"	30	海南雞
Geese,—Ngoi	"	24	鵝
Geese, Wild S'hai,—Shang-ho Yea Ngoi		—	上海野鵝
Musk Deer,—Wong Keng	each	—	麝香
Hare, Shanghai,—Tu Chai	"	—	兔
Partridge,—Che Khoo	"	—	鷓鴣
Pheasant,—Shan Kai	pair $	—	野雞
Pigeons, Canton,—Pak Kup	each	30	白鴿
" Hoihow,—Hoi How Pak Kup,	"	—	海口白鴿
Quail,—Um-Chun	"	24	鶉
Rice Birds,—Wo Fa Cheul	dozen	—	禾花鳥
Snipe,—Sa-Choy	each	20	沙鷸
Turkeys, Cook—Phor Kai Kung	lb.	55	火雞
" Hen, " " Na	"	44	火雞
Wild Ducks, S'hai—Shang hoi Sui Ap	" $	—	上海水鴨
d, —Sui Ap Chai,	"	—	水鴨仔
d Ducks Canton—Sang-Shing Sui Ap	" $	—	鮮水鴨

FISH. 海鮮

		Cts.	
Barbel,—Ka Yu	lb	11	
Bream,—Bin Yu	"	16	鯉魚
Canton Fresh Water Fish,—Hoi Sin Yu	"	14	海魚
Carp,—Li Yu	"	22	鯉魚
Catfish,—Chik Yu	"	15	赤魚
Codfish,—Mun Yu	"	18	鱈魚
Crabs,—Hai	"	20	蟹
Cuttle Fish,—Muk Yu	"	12	墨魚魚
Dab,—Sa Mang Yu	"	14	沙丁魚
Dace,—Wong Mei Lun	"	8	鯛尾黃
Dog Fish—Tit Tu Sa	"	7	沙
Eels, Congor,—Hoi Mann	"	16	海鰻
" Fresh water,—Tam Sin Yu	"	16	淡水魚
Eels, Yellow,—Wong Sin	"	30	黃鰻
Frogs,—Tien Kai	"	30	
Garoupa,—Sek Pan	"	45	石斑魚
Gudgeon,—Pak Kup Yu	"	15	白鮑魚
Herrings,—Tso Pak	"	24	甲魚魚
Halibut,—Cheung Kwan Kup	"	24	鯉 花
Labrus,—Wong Fa Yu	"	17	黃
Loach,—Wu Yu	"	24	烏魚
Lobsters,—Lung Ha	"	26	龍蝦
Mackerel,—Chi Yu	"	28	魚魚
Monk Fish,—Mong Yu	"	26	芒魚
Mullet,—Chai Yu	"	2	鯔魚
Oysters,—Sang Hoo	"	25	生蠔
Barrotfish,—Kai Kung Yu	"	14	蠔
Perch,—Tau Loo	"	15	花
Pike,—Fa Paw Poong	"	8	魚
Plaice,—Pan Yu	"	16	鯊
Pomfret, Black,—Hak Chong	"	22	黑
Pomfret, White,—Pak Chong	"	30	白鯧
Prawns,—Ming Ha	"	30	明蝦
Ray—Pai Pa Sa	"	7	魟
Rock Fish,—Sek Ka Kung	"	12	石
Perch—Chau Yu	"	16	

Shate—Maukeau Y		9141	魚
Salmon—PS	"	8	
SaoYark— Yu	"	8	
Shrimps,—Ha	"	19	蝦
Snapper,—Lap Yu	"	24	
Soles,—Tat Sa Yu	"	20	
Tench,—Wan Yu	"	16	
Turbot,—Cho How Yu	"	19	
Turtles, small, fresh water,—Kork Yu	"	25	
White Bait,—Ngau Yu Chai	"	—	

FRUITS. 菓子

		Cts.	
Almonds,—Hung Yau	lb.	35	杏仁
Apples (California)—Kem San Ping Kho	"	18	金生平果
" (Chefoo)—Tin Chun Ping Kho	"	—	天津平果
" Small,—Hoi Tong	"	—	海棠
" Custard,—Fan Lai Chi	each	—	番枝
Bananas, fragrant, Canton,—San Shing Heung Chiu	lb.	4	城香蕉
" (brides), Macao,—San Heung Chiu	"	4	山香蕉
Chestnuts, Chinese,—Foong Lut	"	15	風栗
Carambola,—Yeung Tue	"	—	楊桃
Cocoanuts,—Yeh Tse	each	12	椰子
Lemons, China,—Ning Moong	lb	8	山檸檬
" America,—Kum San Ning Moon	"	30	金山檸檬
Lichees Dried,—Lai Chi, small Stone	"	—	荔枝乾
" Fresh,	"	—	荔枝
Limes, (Saigon)—Sai Kung Ning Moong	each	18	西貢檸檬
Mango, Manila,—Lui Sung Mong	"	—	芒果呂宋
Mangosteens,—San Chuk Tse	doz	8	山竹子
Oranges, (Canton)—San-shing Tim Ching	lb	15	甜橙
" Sweet	"	—	橙
Pears, (American), Tau San Shoot Lay	"	14	山梨
" (Canton), Cooking —Sa Lay	"	12	金梨
Peanuts,—Fa Sang	"	—	花生
Persimmons Large,—Hung Chie	"	—	紅柿
Pine-apples, 1st quality,—Poon Ti Paw Law	each	—	大地波蘿
" 2nd " —Chung-tang Paw Law	"	—	中等波蘿
Plantain,—Tai Cheu	lb	6	大蕉
Plums,—Swatow, Hung Lai	"	20	紅梅
Pumelo, Siam,—Chim Lo Yau	each	—	暹羅柚
" Shanghai,—Lo Kwat	"	15	上海柚子
Walnuts,—Hop Tuo	lb	—	合桃
" Green,—Sang Hop Tuo	"	—	生合桃
Water Melon,—(Am.) Kom San Sai Kwa	each	—	金山西瓜
" (China) Sai Kwa	"	—	西瓜
Grapes,—Sang Po Tai Tse	lb	—	生葡萄仲

VEGETABLES, &c. 菜蔬

Artichokes, Shanghai,—Sheung-hoi Ah Chi Cheuk	lb	8	
Beans, (French), Macao,—Oh Moou Pin Tau	"	10	丁豆
" (French) Shanghai,—Sheung Hai Pin Tau	"	—	滬門豆
" Sprout,—Ah Cho	"	8	芽菜
" Long,—Tau Ko	"	—	豆
Beet Root,—Hung Choi Tau	each	6	紅菜頭
Brinjals, Green,—Ching Yuan	"	6	青瓜
" Red,—Hung Ker	"	10	紅茄
Cabbage, Chinese, com,—Kai Choy	"	10	芥菜
Cabbage Red,—Hung Yea Choy	"	—	紅洋菜
Cabbage, Shanghai,—Yeh Choi	"	—	菜
Cane Shoots, bunch,—Kau Shun	lb.	12	甘蔗
Cauliflower, Large size,—Tai Yeh Cho Fa	each	—	大洋菜花
" Medium size,—Cheung Yeh Cho Fa	"	—	中洋菜花
" Small size,—Sai Yen Choi Fa	"	—	細洋菜花
Carrots,—Kam Shum	lb.	6	金針
Celery, Chinese,—Tong Kan Choi	"	10	唐芹菜
" English,—Yeung Kan Choi	"	5	洋芹菜
Chillies Dried,—Gon Lat Chiu	"	30	乾辣椒
" Red,—Hung Far Chiu	"	18	紅花
" Green,—Ching Lat Chiu	"	13	青
Curry Stuff, English,—Kar Lee Chu Liu	"	10	茄厘財
Cucumbers,—Ching Kwa	"	8	青瓜
Bitter Squash,—Fu Kwa	"	10	苦瓜
Garlic,—Que Tau	"	8	蒜頭
Ginger, young,—Sun Tse Keung	"	6	新子
" old.—Lo Keung	"	10	薑
Horse Radish, Shanghai,—Lik Kan	"	18	力根
Indian Corn,—Suk Mai	each	5	粟米
Lettuce,—Yeung Sang Choi	"	1	洋生菜
Water Chesnuts,—Ma Tai	lb.	6	馬蹄
" Mandarin,—Kwai Lum Ma Tai	"	8	桂林馬蹄
Mushrooms, Fresh,—Sang Cho Koo	"	30	生草菇
Mush Melon. Amer.—Kam-san Hong Kwa	each	—	金山
Okroes	lb	12	
Onions Bombay,—Yeung Chong Tau	"	6	洋蔥頭
" Green,—Sang Chong	"	8	生蔥頭
" Shanghai,—Shang-hoi Chong Tau	"	—	上海蔥頭
Papaya, 1st qual.,—Tai Man Sau Kua	each	—	大萬壽瓜
" 2nd Chung "	"	—	中萬壽
Paraley,—Kun Cho	"	8	芹菜
Green Peas,—Ching Tau	lb.	8	青豆
Potatoes, Sweet,—Fan Shu	"	3	番薯
" Shanghai,—Shang-hoi Shu Tsa	"	—	上海薯
" Japan,—Yut Poon Shu Tsa	"	10	日本薯
" American,—Fa Ki Shu Tsa	"	3	花旗薯
" Foochow,—Foo-chow Shu Tsai	"	—	福州薯
Pumpkin,—Tong Kwa	"	—	冬瓜
Radish,—Hung Lo Pak Tsai	"	5	紅蘿蔔
Rhubarb (Fresh),—Tai Wong	"	12	大黃
Sage,—Tse So	"	—	茶蘇
Shallots,—Gon Chung Tau	"	8	薑
Spinach,—Yin Choi	"	15	
Tomatoes,—Fan Ker	"	6	
Taro,—Wu Tau	"	8	
Turnips, Punti, (Long),—Lo Pak	"	5	
" English,—Yeung Lo Pak	"	2	
Vegetable Marrow,—Chit Kwa	"	5	
" (American),—Kam-san Chit Kwa	"	6	
Water Cress,—Sai Yeung Cho	"	—	
" Lily root,—Lin Ngau	"	—	
Yams,—Ta Shu	"	6	

The prices necessarily vary from day to day and the Secretary Board has no power to compel stall holders to sell at the prices quoted.

E. W. HAMILTON,
Secretary Market Board.

Shipping

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'seilles via S'gon, S'pore, C'bo, Port Said	Magellan	M. M. Co.	2, June
M'les, L'don A'werp via S'pore etc.	Atsuta M.	N. Y. K.	3, June
Rotterdam, Hamburg & A'werp	Brasilia	H. A. L.	4, June
Havre & Hamburg	Furst Bulow	H. A. L.	5, June
T'te, Fiume V'ce, via S'pore etc.	Nippon	S. W. Co.	5, June
London & A'werp via S'pore etc.	Nosara	P. & O.	10, June
London & Antwerp etc.	Den'shire	J. M. Co.	16, June
Havre, R'dam, H'burg & Antwerp	Wuert'berg	H. A. L.	19, June
Marseilles & Hamburg	Sudmark	H. A. L.	23, June
Marseilles, Rotterdam etc.	Altair	M. Co.	B. July
Havre, Emden & Hamburg	Segovia	H. A. L.	4, July
R'dam, Hamburg & Antwerp	Goldenfels	H. A. L.	13, July
Havre, Bremen & Hamburg	Preussen	H. A. L.	16, July

NEW YORK, SAN FRANCISCO AND CANADA.

V'toria, B.C. S'tle via Shanghai &c	Sado M.	N. Y. K.	2, June
New York via Ports & Suez Canal	Indrani	S. T. Co.	5, June
San F'cisco via S'hai & Japan &c.	Manchuria	P. M. Co.	6, June
V'toria, B.C., T'ma via Japan &c.	Seattle M.	O. S. K.	11, June
San F'cisco via S'hai & Japan &c.	Tenyo M.	T. K. K.	16, June
Boston & New York	Minerva	B. L. L.	16, June
V'toria, V'ver, S'tle & P'land (Or.)	Saxonia	H. A. L.	10, June
Victoria, V'ver, S'tle & P. (Or.)	Andalusia	H. A. L.	31, July
Vancouver via S'hai, Japan etc.,	Monteagle	C. P. R.	1, July
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Aug.
V'toria, V'ver, S'tle & P. (Or.)	Belgravia	H. A. L.	8, Sept.

AUSTRALIA.

Australia	Empire	G. L. Co.	29, May
Australian Ports via Manila	Kumano M.	N. Y. K.	3, June
Australian Ports via Manila	Changsha	B. & S.	3, June
Australian Ports via Manila	Coblenz	M. & Co.	13, June
Australia	St. Albans	G. L. Co.	19, June
Australia	Eastern	G. L. Co.	10, July

SINGAPORE, COAST PORTS AND JAPAN

Shanghai, Moji, Kobe & Y'hama	Khyber	P. & O.	29, May
Swatow, Amoy and Foochow	Haitan	D. L. Co.	29, May
S'hai, Moji, Kobe & Yokkaichi	Kawachi M.	N. Y. K.	29, May
Shanghai	Esang	J. M. Co.	29, May
Kobe via Shanghai, Yokohama	E. F. F'and	S. W. Co.	30, May
Shanghai and Tsingtau	Chenan	B. & S.	30, May
Tamsui via Swatow & Amoy	Daigi Maru	O. S. K.	31, May
Shanghai, Kobe & Y'hama	V. Ciotat	M. M. Co.	31, May
Shanghai, Moji, Kobe & Y'hama	Navara	P. & O.	End May
Shanghai	Africa	S. W. Co.	1, June
Singapore, Penang and Calcutta	Fooksang	J. M. Co.	1, June
Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. Co.	2, June
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	2, June
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	2, June
Shanghai	Liangchow	B. & S.	2, June
Manila, Cebu & Iloilo	Taming	B. & S.	2, June
Sandakan	Hinsang	J. M. Co.	2, June
Bombay via Singapore, Colombo	Bombay M.	N. Y. K.	2, June
Kobe and Yokohama	Kitano M.	N. Y. K.	3, June
Shanghai	Delta	P. & O.	4, June
Shanghai	Luchow	B. & S.	4, June
Bombay via Singapore etc.	Luzon M.	O. S. K.	5, June
Shanghai	Africa	S. W. Co.	5, June
Swatow, W'wei, C'foo & Tientsin	Kueichow	B. & S.	5, June
Kobe and Yokohama	Tosa M.	N. Y. K.	5, June
Bombay via S'pore, Port S'ham, Penang & Colombo	Luzon M.	O. S. K.	5, June
Bombay via S'pore etc.	Java M.	O. S. K.	6, June
Manila	Loongsang	J. M. Co.	6, June
Shanghai, Kobe and Yokohama	Preussen	H. A. L.	8, June
Shanghai, Kobe and Yokohama	Durendart	M. Co.	8, June
Manila, Cebu and Iloilo	Tean	B. & S.	9, June
Moji, Kobe and Yokohama	Banri M.	D. & Co.	10, June
Manila, Mangarin, Cebu & Iloilo	Zafiro	S. T. & Co.	11, June
Kudat and Sandakan	Borneo	M. Co.	12, June
Kobe and Moji	Takada	D. S. Co.	16, June
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	18, June
Kobe and Yokohama	Iyo M.	N. Y. K.	18, June
Shanghai, Kobe & Yokohama	C. F. Laeisz	H. A. L.	3, July
Shanghai, Kobe and Yokohama	Senegambia	H. A. L.	17, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	27, July
S'hai, Moji, Kobe & Yokkaichi	Kawachi M.	N. N. K.	29, June
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Batavia, Cheribon, Samarang, &c.	Tjibodas	J.C.J. L.	Q. desp.
Japan	Tjilatjap	J.C.J. L.	Q. desp.
Shanghai	Tjikini	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjipanas	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjimahi	J.C.J. L.	Q. desp.
Shanghai	Tjilliwong	J.C.J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Australia	Empire
Foochow	Haitan

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessel.
Shanghai	Liangchow

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF ASIA left Yokohama on the 25th inst. at 5 a.m. and was due to arrive at Kobe on the 27th inst. at 5 a.m.

The C. P. R. s.s. EMPRESS OF JAPAN left Vancouver on the 20th May, between 8 & 10 p.m.

The C.P.R. s.s. EMPRESS OF RUSSIA left Yokohama on the 21st inst. between 2 & 4 p.m.

The C. P. R. s.s. MONTEAGLE left Vancouver on the 22nd inst.

AUSTRALIAN MAIL.

The A. O. Line s.s. CHANGSHA left Manila on the 26th inst. at 9 p.m. for Hongkong, and may be expected to arrive here on the 29th inst. at daylight.

The E. & A. s.s. EASTERN left Sydney for this port (via Queensland Ports, Port Darwin and Manila on the 20th instant, and may be expected to arrive here on or about 13th June.

AMERICAN MAIL.

The P.M. s.s. MANCHURIA arrived at Manila on the 25th inst. and was due to leave that port for Hongkong on Wednesday at 3 p.m., making her due to arrive at Hongkong on Friday morning at about 9 o'clock.

MERCHANT STEAMERS.

The N. Y. K. s.s. KITANO MARU (European Line.) left London for this port via ports on the 25th Apr. and is expected here on the 3rd June.

The N. Y. K. s.s. TANGO MARU (Australian Line.) left Sydney for this port via ports on the 13th May, and is expected here on the 1st June.

The s.s. GLENSTRAE passed the Suez Canal on the 12th inst. for Hongkong via Straits.

The s.s. HELGOLAND will not call at this port homeward bound.

The East Asiatic Co.'s s.s. ANNAM left Port Said on the 21st inst. and may be expected here on or about the 16th of June.

The H. A. L. s.s. SEGOVIA left Singapore on the 24th inst. a.m. and may be expected here on or about the [illegible]

The S. L. s.s. MONMOUTHSHIRE from London is due at Hongkong on the 25th June.

The s.s. G. APCAR from Shanghai and Kobe left Moji on the 24th inst. and may be expected here on or about the 29th inst. a.m.

The Mogul Line s.s. DEN OF OGIL from United Kingdom left Singapore on the 23rd inst. and is therefore expected to arrive here on the 29th inst.

The N. D. L. Freight s.s. ALTAIR left Singapore on the 22nd inst. at 6 a.m. and may be expected here on or about the 29th inst. at 6 a.m.

The P. & O. s.s. KHYBER left Singapore for this Port on the 25th inst. at 5 p.m. and is due here on the 30th inst. at about 8 a.m.

The P. & O. s.s. KHIVA arrived at London on the 26th inst.

TIDE TABLE.

25th May., to 31st May, 1914.

Day of Week	Day of Month	High Water Hongkong Mean Time.	Height	Low Water Hongkong Mean Time.	Height
Mon.	25	m 8 33	7.1	m 9 33	3.7
		10 44 a	4.1	4 10 a	0.0
Tues.	26	m 9 3	7.3	m 2 55	3.8
		11 32 a	3.9	4 40 a	0.2
Wed.	27	m 9 36	7.5	m 3 14	3.6
		a		5 30 a	0.3
Thurs	28	m 0 27	3.7	m 3 32	3.6
		10 1 a	7.6	6 17 a	0.4
Fri.	29	m 1 30	3.6	m 3 51	3.6
		10 3 a	7.4	7 11 a	0.4
Sat.	30	m 2 4	3.5	m 4 16	3.7
		11 4 a	7.1	8 8 a	0.5
Sun	31	m 3 11	3.7	m 5 9	3.9
		1 4 a	6.6	9 6 a	1.1

m morning. a afternoon.

VESSELS IN PORT.

Steamers.

Laertes, Br. s.s. 1,350, Cr. Wawn, 12th inst.—Saigon, 7th inst. Rice—Chinese.

Rajaburi, Ger. s.s. 1,700, C. Wolff, 14th inst.—Swatow, 13th inst. Rice & Wood—B. and S.

Suisang, Br. s.s. 1,776, H. Simpson, 16th inst.—Moji, 11th inst. Coal & Gen.—J. M. & Co.

Glencarp, Br. s.s. Hartnell, 19th inst.—Shanghai, 16th inst. Gen.—J. M. & Co.

Kaga Maru, Jap. s.s. 3,007, G. Tabata, 18th inst.—Shanghai, 13th inst., Gen.—N. Y.

No. 2 Yes Maru, Jap. s.s. 1,712, T. J. Tane 19th inst.—Wakamatsu, 12th inst. Coal—M. B. K.

City of Norwich, Br. s.s. 4,117, J. McMillan, 20th inst.—New York, 4th ult. Cake oil & Gen.—S. T. & Co.

Choising, Ger. s.s. 1,021, F. Minkerits, 19th inst.—Bangkok, 13th inst. Rice etc.—B. & S.

Maria Luisa, Aus. s.s. 313, E. J. Cinaga, 23rd inst.—Manila, 16th instant, Sugar—Master.

Unkai Maru, Jap. s.s. 2,001, Katayama, 20th inst.—Wakamatsu, 14th inst Coal—M. B. G. K.

E. of India Br. s.s. 3,032, A. J. Halley, 22nd inst.—Vancouver, Gen.—C. P. R.

Kenkon Maru, Jap. s.s. 2,159, M. Kuneko, 21st inst.—Weihaiwei, Coal and Gen.—M. B. K.

Tjimahi, Dut. s.s. 3,815, S. Outtings, 21st inst.—Macassar, 15th Mar., Sugar—J. C. J. L.

Devawongse, Br. s.s. 1,047, Shearer, 23rd inst.—Saigon, 19th inst. Rice—Chinese.

Laisang, Br. s.s. 1,220, E. J. Tadd, 22nd inst.—Moji, 17th inst. Coal and Gen.—J. M. & Co.

Esang, Br. s.s. 1,127, W. Palmer-Baker, 24th inst.—Swatow, 23rd instant, Gen.—J. M. & Co.

Glenfalloch, Br. s.s. 1,434, Gardner, 25th inst.—Singapore, 19th inst. Gen.—Chinese.

Hinsang, Br. s.s. 1,885, J. M. Hoy, 25th inst.—Sandakan, 19th inst. Gen.—J. M. & Co.

Hongkong, Fr. s.s. 739, A. Mangnente, 23rd inst, Haiphong, 21st inst. Gen.—Marty.

Kathe, Ger. s.s. 1,200, Christiansen, 23rd inst.—Saigon, 19th inst. Rice—J. & Co.

Kansu, Br. s.s. E. Monkman, 25th inst.—Bangkok, 18th inst. Rice—B. and S.

Kioto, Br. s.s. 4,020, J. A. Smith, 24th inst.—Shanghai, 21st inst., Gen.—B. L.

Sado Maru, Jap. s.s. 3,860, K. Asakawa, 24th inst.—Shanghai, 21st inst., Flour etc.—N. Y. K.

Wongkol, Ger. s.s. 1,115, H. Oltmann, 25th inst.—Bangkok, 17th inst. Rice—B. & S.

Fukui Maru s.s. Jap. 3,087, Miyaoko, 25th inst.—Moji, 19th inst. Coal—M. B. K.

Yatshing, Br. s.s. 1,414, F. F. Jarrett, 25th inst.—Singapore, 17th inst. Gen. J. M. & Co.

Yuensang, Br. s.s. 1,125, N. H. Rolfe, 26th inst.—Manila, Gen.—J. M. & Co.

Altmark, Ger. s.s. 2,716, U. Smaisel, 27th inst.—Shanghai, 23rd inst. Gen.—H. A. L.

Daigi Maru, Jap. s.s. 1,568, S. Eokiyshige, 27th inst.—Tamsui, 26th instant, —O. S. K.

Empire, Br. s.s. 2,843, E. Pilcher, 27th inst.—Kobe, 22nd inst. Gen.—G. L. & Co.

Glenturret, Br. s.s. 3,026, F. T. Jones, 27th inst.—Shanghai, 24th inst. Gen. —S. T. & Co.

Haitan, Br. s.s. 1,183, A. S. Stewart, 27th inst.—Swatow, 26th inst. Gen.—D. L. & Co.

Kildale, Br. s.s. 2,436, A. D. Milnor, 26th inst.—Singapore, Coal—B. L.

Taishun, Chi. s.s. 1,216, R. G. Paramore, 27th inst.—Chefoo, 22nd instant, Gen.—O. M. S. N. Co.

Tjibodas, Dut. s.s. 8,606, E. H. Kwa, 27th inst.—Samarang, 19th inst. Gen. —J. C. J. L.

Tungshing, Br. s.s. 1,172, L. F. Harvey, 26th inst.—Saigon, 22nd instant, Rice—Chinese.

Public Auction

GEO. P. LAMMERT,

AUCTIONEER, SHARE & GENERAL BROKER

A Valuable Collection of Antique China & Curios.
(Just arrived from the North, being the property of the well known collector **Mr. Lah Ven Kee**).

THE Undersigned has received instructions to sell by public Auction on
Thursday, Friday & Saturday, the 4th., 5th & 6th., June, 1914
commencing each day at **2.30** at his Sales Rooms, Duddell Street
A Valuable Collection of Antique China and Curios
from SUNG TO MING DYNASTIES & KANGHI TO TOWKWANG PERIODS

Comprising:

3-COLOURED & BLUE & WHITE VASES, PLATES, BOWLS & FIGURES etc.
SANG-DE-BOEUF VASES, WHITE "GODDESS OF MERCY" (MING)
OLD GOLD INLAID BRONZES (MING)
FINE CRYSTAL VASES & SNUFF BOTTLES.
PORCELAIN & AGATE SNUFF BOTTLES.
GREEN & RED JADE ORNAMENTS.
OLD LACQUERED SCREENS WITH 5-COLOURED DECORATION & BLACKWOOD SCREENS WITH BLUE & WHITE & 5-COLOURED KANGHI & KIENLUNG PORCELAIN PLACQUES, PORCELAIN PICTURES INLAID IN WOOD etc.,

also

A FEW PIECES OF FINELY CARVED SOOCHOW RED WOOD.

N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.
Catalogues will be issued.
On view from Tuesday, the 2nd June.
Terms:—Cash on delivery.

GEO. P. LAMMERT.
Auctioneer.

G. R.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on Tuesday, the 2nd day of June, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Shanghai Street, Mong Kok, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale Registry No.	Locality.	Boundary Measurements Approximate N.	E.	W.	S.	Contents in Square feet.	Annual Rent.	Upset Price.
		feet	feet	feet	feet		$	$
Kowloon Inland Lot No. 1217 forming part of the Inland Lot No. 1040, Shanghai Street, Mong Kok.		72	72	193½	193½	7,550 about.	86	5,750

To Sail

HONGKONG NEW YORK.

AMERICAN ASIATIC S.S. Co.

For Boston & New York via Ports & Suez Canal.

(with liberty to call at the Malabar Coast)

S.S. "INDRANI"
on or about 5th June, 1914
For freight or information, apply to
SHEWAN TOMES & Co.
General Agents
Hongkong 1 th May, 1914. [569

AMERICAN AND ORIENTAL LINE.

(Andrew Weir & Co.'s steamers)

THE Steamship

"MINERIC."

Capt. J. C. Hall, will be despatched from Hongkong on the 16th. June for
BOSTON & NEW YORK.
For freight and further particulars, apply to:—
The Bank Line Ltd.,
Agents.
Hongkong, 26th. May, 1914.

Don't forget after the Show Supper and Light Refreshments
ALEXANDRA CAFE,
Open Till Midnight.

Consignees

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

From EUROPE.

THE Steamship

"CARNARVONSHIRE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the Wharves, delivery may be obtained.

Goods not cleared by the 1st June, at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 30th instant at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:—
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 25th May, 1914. [581

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 3rd of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of June, at 9.30 a.m.

All claims must reach us before the 10th of June, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.
General Agents
Hongkong, 26th May, 1914. [583

Hotel Lists.

Hongkong Hotel.

Abraham, E S
Adler L
Bacon Mr & Mrs S W
Bate E. R
Bell C D J
Bellilos, Mrs E R
Bena, G A
Black W M
Blode J
Bryan J M
Bull G
Bungey A P
Cambridge A J
Clayton, W E
Cooke C A
Curry, G P
Davies Mr & Mrs W J
Debrunner A.
Derteano, Mr & Mrs & 2 children
Dorris J W
Douglas, Mrs R H
Douglas D S S
Duffy Miss M E
Easton R
Edwards Mr & Mrs J E
Ehrenfels, Mr & Mrs H E
Eissler M
Fehr H
Fontaine K B
Geier Mr & Mrs E
Gibb J
Gould Mr & Mrs J
Grisogono P de
Haise A
Hall Capt. T P
Handley-Gegg H
Hannibal W A
Heine G
Hemmerdinger Mr & Mrs L
Herbert To Dr
Hewett, Hon. Mr E A, C M G
Hutton-Potts G
Johns Mrs T J R
Jones M T
Kookx Capt & Mrs
Krockenberger Mr & Mrs A
Lambert Mrs
Lambert E B
Linnell H P
Lloyd G T
Lorenzen H
Lobel F
Logan, W
Mackean, Dr G
Marriott, Dr O
Matthews D M
Matheson, Miss M
Matheson, Mrs R T.
Mayne E H V
Mehta, B K
Meksehwerdt Miss P
Mercoki, J
Meyer C E
Mickle D M
Middleton G S
Milkowski N S
Moore Dr & Mrs W L B
Macfarlane, Dr and Mrs
Mooser Mrs G O
O'Leary, Miss G
Ordt C A
Paul King Mr and Mrs
Petersen, A
Perry A F
Pfeifer T
Pfiffner A N
Pletzsky Dr
Purvis A
Rerdon C E
Ray, E H
Reay, Miss F
Ricketts W Mr and Mrs
Rohrmann Mr and Mrs A
Roope Mrs & Miss
Rahl A
Seddon Mrs
Schmolke W
Shr w H G
Smy h F
Sorensen A B
Sorby V
Square Miss A
Stirling S W
Swaffield H E
Tozer E M
Vaughan Capt J
Wahler R
Walker Capt H A
Wellmann E
White F W
Winkler F Mr and Mrs
Wiseman J O
Wood G G
Young M
Zublin W

Carlton Hotel.

Ashby H
Ashby Miss L
Ballantine Mr and Mrs B A
Barres C
Button A
Cheng So Mr & Mrs
Crombie Lt Geo
Dennis R
Eades W J
Fulcher O W
Gilbert E J
Gregory T M
Grandy A J
Higginbotham Chas J
Holloway H D
Jackson Mr & Mrs W
Mariani Mr & Mrs
Martin A J J
Martin T H
Milton Mr & Mrs
Mora W
Murroll C
Murroll Mr & Mrs
Nay Mr & Mrs R C
Pedi S
Remedios A F
Riggs A
Russell A
Shaw R E
Serra B
Sewell G W
Silva Mr & Mrs
Tait Mrs
Tobias Mr and Mrs
Vincent A C
Walker Mr and Mrs E
Watling Mr & Mrs D O
Whibley A R
Wilson D C

Craigieburn.

Bennett H S
Bevington F
Brown C B
Caldwell, Mr
Caldwell, Miss
Carpenter, Mr and Mrs
Cornell W A
Galbraith V
Hall R F
Harbord W F
Hollingsworth Mr & Mrs A H
McCaig, J.
Ram E
Robinson Geo A
Smith, E. G.
Smith Mr & Mrs J Grant
Smith Morton
Wilson Mr and Mrs

Grand Hotel.

Allan Mr & Mrs
Ballance Miss
Babeg
Barker J
Barr Mr
Bord C
Brown Theo P
Berry F M
Cuttling Miss
Derbar Miss
Frank
Fundonf
Gemby M
Harry Beckey
Heikel W
Hooper
Karfonsen
Keyt Dr
Kiblmann F W
Langnam Mr & Mrs
Louis Bossy
Logan G G
Martin S
Mastend G E
Stahl Mr & Mrs
Stahl Mr
Weisenbonn H
Wilken Admiral
Wilson Dr
Whitmen M

King Edward Hotel.

Adams R C
Arnold J
Bidwell Mr & Mrs
Breger Dr
Budge W
Butts Mrs H
Clegg Mr H
Cooks Mr A H
Cox Mr F. W
Deane Dr A. H.
Donnidson Mr W. A.
Drummond Mr
Duffy Mrs M.
Evers Mr E. W.
Foy Mr
Gardner Capt & Mrs W L
Giesel Mr S
Gilko Mrs S
Glass Dr
Hager Mr A R
Hall Mr P C
Hargreaves Mr J E
Haynor Mr H O
Hectel Mr O
James Mr E
Joseph Mr J
Korsats Mr W
Kraft Mr & Mrs W D
Lauritson Mr & Mrs C
Lippert Dr
Malcomson Capt & Mrs
Matley C F
Massey Miss
Miller Mrs F A
Murphy B
Nobbs A P
Oudenhoven W

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CIRCUS AND MENAGERIE.

To-Night! To-Night! at 9.15 p.m.
AND EVERY EVENING INCLUDING SUNDAYS.
OUR SECOND GRAND CHANGE OF PROGRAMME.
Presenting to the Public
A New Series of
Thrilling, Sensational, Elite, Educational, Entertaining, Sparkling, and Scintillating Acts.
COME AND SEE! COME AND SEE!
The Sensational Leap for Life, Intrepid Aerial Display, Marvellous Sharpshooting, The Wonderful Acrobats, Celebrated Turkish Dancers, etc. etc.

Also **Mr. CARSON** will enter a packing case supplied by the British American Tobacco Company, and after the case being roped and nailed fast he will escape from same in full view of the audience.

N.B.—GRAND ATTRACTION!! Friday Evening, May 29th.
FIRST APPEARANCE in the East of DE MARLO, THE HUMAN FROG, IN AN ASTOUNDING ACT.
Also MDLLE. ZUDECIA, THE MODEL LADY IN STATUESQUE POSES.
Direct from Europe!!

VICTORIA THEATRE.

9.15 To-Night 9.15

PROGRAMME

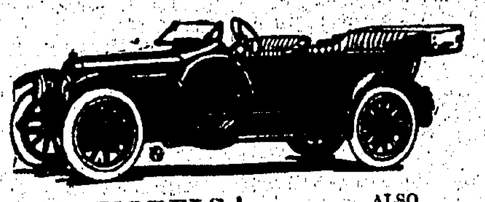
GAUMONT GRAPHIC Interesting
BLOOMER'S TRANSFORMATION Comic
TEN NIGHTS IN A BAR ROOM Dramatic
IN 2 PARTS
BETTY'S BOAT Comic
STICKY SIMON Comic
A REGIMENT OF TWO IN 2 PARTS Comic
GRIBOLLARD'S CONQUEST Comic

BIJOU SCENIC THEATRE.

3 NIGHTS ONLY 3
Commencing Wednesday 27th May.
The Star Drama.
"A ROMANCE OF OLD BRITTANY" Length 3,500 Feet.
"THE BACCHANALIAN DANCE."
"PATHE'S INTERNATIONAL & AMERICAN WEEK "Y"
Saturday 30th May, The Sensational Drama
"FORTY YEARS OF A GAMBLER'S LIFE" Length 5,000 feet.

Notices

Cars on Hire at Reasonable Rates. Prompt Service.
JUST ARRIVED.



3 NEW MODELS 2 HUDSONS AND 1 OVERLAND

ALSO 1 MOTOR CYCLE, BRITISH MADE, FROM THE OLYMPIA EXHIBITION

CALL AND INSPECT THESE NEW ARRIVALS.
Des Voeux Road. **DRAGON CYCLE DEPOT.** Tel. No. 482.

SAVE HALF YOUR COMPRADORE'S BILL AND OTHER EXPENSES, ON OUR PLAN.
THIS IS GENUINE. Stamped addressed envelope for reply to W.H. Emberley, General Commission Agent, 6 Gordon Terrace, Kowloon.

To Sail

"GLEN LINE"
(McGREGOR, GOW & Co.) Ltd.
For London Hull, Antwerp & Amsterdam.
"GLENTURRET"
(Capt. F. T. Jones)
This steamer will be despatched for the above ports on or about 27th instant.
Saloon passage, Hongkong to London £40.
For freight or passage, apply to
SHEWAN TOMES & Co.
Agents.
Hongkong 15th May, 1914.

To Sail

Regular Steamship Service

Proposed Sailing from Hongkong For BOSTON & NEW YORK.

For Freight and further information apply to
DODWELL & CO., LTD.
Agents
Hongkong 15th Apr., 1914.

Notices

"CARRICK"

THE FAMOUS VIRGINIAN CIGARETTE.

CONSTANT GROWTH SIGNIFIES CONSTANT MERIT.

A SHIPMENT HAS JUST ARRIVED FROM ENGLAND.

PHONE **RAMSEY & CO.** No. 1683.
12, POTTINGER STREET, HONGKONG.
TYPEWRITER TIPS.

YOUR TYPIST IS AN EXCELLENT TYPIST BUT HE IS NOT A MECHANIC DO NOT EXPECT HIM TO KEEP HIS MACHINE ALWAYS IN FIRST CLASS CONDITION. LET US DO IT FOR YOU AND SO INCREASE UTILITY IN YOUR OFFICE. PHONE US. WE DO THE NEEDFUL TO YOUR ENTIRE SATISFACTION.!!!

TYPEWRITER SPECIALISTS
Everything for the Typewriter, including experience; Typewriter Bureau. Typing Undertaken, Reasonable Rates.
FIDELITY ASSURED!!!
Typewriters Bought, Sold Exchanged and on Hire, Ribbons for all Machines 25% Reduction:
OUR PRICE.....$1.50
Small Machinery of all Kinds Cleaned.

Consignees

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG & SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 23rd inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—
JARDINE MATHESON & CO., LTD.
General Managers.
Hongkong, 22nd May, 1914. [579

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"YATSHING,"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 26th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—
JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, 25th May, 1914. [582

To Sail

"GLEN LINE"
(McGREGOR GOW & Co.) Ltd.,
For London & Antwerp
"GLENROY"
Captain H. W. L. Holman will be despatched for the above ports on or about 12th June 1914.
Saloon passage, Hongkong London £40.
For Freight and passage, apply to—
SHEWAN TOMES & Co
Agents.

FILIPINOS USE LESS OPIUM.

Washington, April 20.—Consumption of opium among the Filipinos has been completely checked, if not entirely eradicated, says a report to-day to Brig.-Gen. McIntyre, chief of the Bureau of Insular Affairs, from the Collector of Internal Revenue in the Philippines. He says that, as a result of laws on the subject, "the use of opium is now confined to a comparatively small number of confirmed users of the drug, practically all of whom are Chinese, who cannot give up the vice and who will go to any length to obtain it.

While there are in many parts of the Islands scattered instances where Filipinos still indulge in use of opium, it is reported that less than 5 per cent. of the former Filipino users, who had numbered 40,000 in 1906, were still victims of the vice in 1911, and that since then conditions in Manila have greatly improved. Conditions in the provinces are said to be fairly satisfactory.

"It is perhaps too much," the report says, "to suspect that the opium evil will ever be absolutely suppressed in the Philippine Islands. It may be said, however, that almost without exception Chinese users of opium in any of its forms are to-day using a very much smaller amount than that used by the same persons a few years ago. This is shown by the comparative ease with which Chinese users sent to the hospital to-day are cured. The only hope of approximating total suppression lies in making indulgence in the habit so difficult that the younger generation will not acquire it, and in this direction the progress made has certainly been most satisfactory."—New York *Evening Post.*

O. S. K. Extension.

For some time rumours have been current to the effect that the Osaka Shosen Kaisha had decided to enter the European trade and to run a line of steamers from Japan with fortnightly sailings. From a statement recently made by Mr. Nakabashi, the president of the Company, it would appear that the Company has decided to carry out several improvements in its services, but is going to first direct its energies to the European line, which is considered the most profitable. With this end in view the capital has been increased by 8,250,000 yen, and any further money required will be raised by the issue of debentures. Ten steamers are to be added to the fleet to carry on the European service, of which five will be second-hand steamers, which can be at once placed on the service, and the other five will be specially built for the trade.

Commercial.

Galang Besar Plantations.

An extraordinary general meeting of the Galang Besar Rubber Plantations, Limited, was held on April 20, to consider certain resolutions increasing the capital of the company by the creation of 300,000 new shares of 2s. each, to be called preference shares.

Sir William Hood Treacher, who presided, said that the fresh working capital was necessary to bring their present cultivated area of 2,400 acres into bearing. The issue of £20,000 in preference shares would provide what they had every reason to belive would prove ample for all contingencies. They were asking for powers to increase the capital by £30,000, thus leaving £10,000 unissued. Various alternatives to financing the company other than by the issue of preference shares had been considered by their directors, but for one reason or another they had not been deemed suitable. The present scheme, if shareholders applied for those preference shares, would leave the shareholders in practically the same position as they were at the present time. He would like to refer to the reasons which had led to their finding it necessary to make that provision of extra working capital. The slower growth of the trees, owing to too close planting, had meant that their rubber had taken longer in coming into bearing than was usual. Eastern administration charges had proved higher than had been originally anticipated, and the cost of recruiting their coolies had also gone up. The nature of the soil had necessitated their having to undertake the expenses of manuring, but that, as also the cost of thinning out, would be compensated for in no long time by the better results which they should obtain. The latest reports from the estate were to the effect that the planted area was in a good, clean-weeded condition, that tapping was satisfactory; and that there was ample labour for present requirements. For the year 1913-14 the manager's estimate of crop had been revised to 342,000 lbs., with an f.o.b. cost of 1s. 5 21d. per lb. As, however, the present prices for rubber were considerably better than the 2s. 3d. per lb. they had taken for their estimate there was a reasonable hope that the profit indicated might be realised on the smaller crop.

The resolutions were carried unanimously.

Public Companies

THE HONGKONG ICE COMPANY LIMITED.

SHAREHOLDERS are reminded that an Extraordinary General Meeting of the Company will be held at the Offices of Messrs. Jardine Matheson & Co. Limited, No. 16 Pedder Street, on Wednesday the 3rd day of June 1914 at noon, in accordance with the notice which has already been sent to shareholders, and they are **Further Reminded** that it is proposed, in view of the 3rd June next being a Public Holiday, to adjourn such meeting to the same time and place on the following day when the business of the meeting will be proceeded with.

JARDINE, MATHESON & CO., LTD.
General Managers.

A. S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-NINTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Friday the 29th day of May, 1914, at 11.30 a.m. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st. December 1913.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 26th. May to TUESDAY, the 2nd. June, 1914, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 21st May, 1914.

Notices

NOTICE

NOTICE is hereby given that the business and goodwill of the Firm of Arthur Nilsson & Company carried on by Woi A Yuk at York Building, Chater Road, Hongkong under the style or Firm name of "Arthur Nilsson & Company" has this day been acquired by A.B. The Swedish Trading Company in China (Limited), a Company duly registered in Stockholm in accordance with the requirements of the laws of the Kingdom of Sweden.

Dated this 23rd day of May 1914.

A.B. THE SWEDISH TRADING CO. IN CHINA (Ltd.)
A. NILSSON,
Managing Director.

NOTICE.

We have this day removed our office from Queen's Building to York Building (Top Floor), Chater Road.

A.B. THE SWEDISH TRADING CO. IN CHINA (Ltd.)
(Incorporated in Sweden)
A. NILSSON,
Managing Director.

Hongkong, May 23rd, 1914.

NOTICE

REDUCTION IN PRICE OF GAS.

THE Hongkong and China Gas Company Ld. begs to inform the public that on and from the 1st. July next the price of Gas for all purposes—lighting, heating, cooking or power—WILL BE REDUCED to $2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By order of the Directors,
GEORGE CURRY,
Local Secretary.

Hongkong, 21st May, 1914.

HONGKONG GYMKHANA CLUB.

THE SECOND GYMKHANA MEETING of the Season will be held at Happy Valley on Saturday, the 30th May 1914, commencing at 3.30 p.m.

The Charge for Admission will be $1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, 27th May, 1914.

Notices

RADIUM THERAPY

We can Supply
RADIUM BROMIDE
for the treatment of Cancer and Skin Diseases such as Lupus Naevi, Angioma (Port-wine-stain), Warts, etc., and anybody wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co., Ltd.
Representing:—
WERNER RUDENBERG & Co.
(Shanghai)
(RADIUM - HEIL - GESELLSCHAFT, m.b.H., Berlin).

RADIUM EMANATION THERAPY.

WE herewith beg to inform the Public that we have made arrangements with

Messrs. A. S. WATSON & Co., Ltd.,

and

Messrs. THE MEDICAL HALL
to Supply our
SAUBERMANN RADIUM EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM - HEIL - GESELLSCHAFT m.b.H. of BERLIN and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING INSTITUTE at Berlin.

Clinical literature and further details may be had on application to the above-named Firms.

WERNER RUDENBERG & Co.,
Shanghai,
Sole Agents for Hongkong and China for the
RADIUM-HEIL-GESELLSCHAFT, m.b.H., Berlin.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

EUROPEAN AGENCY.

WHOLESALE buying agencies undertaken for all British and Continental goods, including—
Books and Stationery,
Boots, Shoes and Leather,
Chemicals and Druggists' Sundries
China Earthenware and Glassware,
Cycles, Motor Cars and Accessories,
Drapery Millinery dan Piece Goods,
Fancy Goods and Perfumery,
Hardware, Machinery and Metals,
Jewellery, Plate and Watches,
Photographic & Optical Goods,
Provisions and Oilmen's Stores, etc., etc.

Commission 2½% to 5%.
Trade Discounts allowed.
Special Quotations on Demand.
Sample Cases from £10 upwards.
Consignments of Produce Sold on Account.

WILLIAM WILSON & SONS
(Establishe 1814)
25, ARCHCHURCH LANE LONDON E. C.
Cable Address: "Annuaire" London.

WING KEE & CO.

47-49, Connaught Rd,
SHIP CHANDLERS
PROVISION & COAL
MERCHANTS.

Hongkong, 3rd October, 1913.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office:—60, Wall Street, New York.
London Office:—36, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cuba	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

Capital and Surplus..... Gold $7,000,000
equal.....£1,460,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4% per annum, or for shorter periods, at rates, which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS CHECKS sold and cashed.

EORGE HOGG,
Manager.

Queen's Road, Hongkong
Hongkong, 1st Nov. 1912

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorised Capital Yen 48,000,000
Paid-up Capital ... „ 30,000,000
Reserve Fund ..... „ 18,900,000

Head Office.—YOKOHAMA.

Branches	Agencies at
Antung-Hsien	Nagasaki
Bombay	Newchwang
Calcutta	New York
Changchun	Osaka
Dairen	Peking
Fengtien	Ryoiun (Port Arthur)
Harbin	San Francisco
Hankow	Shanghai
Honolulu	Tieling
Kobe	Tientsin
Liao-Yang	Tokyo
Lond n	Los Angeles
Ly ons	Tsingtau
Tsingtau	

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 6th April, 1913. [18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund..... .....£1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.

Hongkong, 11th April, 1912. [2

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise:
Loans made on the Provident System.
(Rates and Particulars on application).

The Office of
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.
General Managers.

Hongkong, 19th March, 1908 3

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to	8.00 A.M.	EVERY	15 MIN.
8.00 A.M. to	10.00 A.M.	„	10 MIN.
10.00 A.M. to	12.00 A.M.	„	15 MIN.
12.30 A.M. to	12.45 P.M.	„	15 MIN.
12.45 P.M. to	2.15 P.M.	„	10 MIN.
2.15 P.M. to	2.45 P.M.	„	15 MIN.
2.45 P.M. to	3.15 P.M.	„	10 MIN.
3.15 P.M. to	5.00 P.M.	„	15 MIN.
5.00 P.M. to	8.10 P.M.	„	10 MIN.

NIGHT CARS.

8.54 P.M. and 9 P.M. 9.30 P.M. to 11.00 P.M. every half hour.
11.00 P.M. to 11.45 P.M. every quarter of an hour.

SUNDAYS

7.45 A.M. to	10.30 A.M.	EVERY	15 MIN.
10.30 A.M. to	12.00 A.M.	„	10 MIN.
12.30 A.M. to	12.00 NOON	„	15 MIN.
12.00 NOON to	7.00 P.M.	„	10 MIN.
7.00 P.M. to	8.00 P.M.	„	15 MIN.
8.00 P.M. to	9.00 P.M.	„	10 MIN.
9.00 P.M. to	8.10 P.M.	„	15 MIN.
7.00 P.M. to	8.10 P.M.	„	10 MIN.

NIGHT CARS as on Week Days.

SATURDAYS
Extra Car at 12 midnight.
SPECIAL CARS
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000

RESERVE FUNDS:

Sterling
£1,500,000 at 2/- = $15,000,000

Silver ...$17,650,000

$32,650,000

Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. Landale.—Chairman.
W. L. Pattenden, Esq.— Deputy Chairman.
S. H. Dodwell, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
C. Landgraf, Esq.
F. Lieb, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.
H. A. Siebs, Esq.
Ad. Widmann, Esq.

CHIEF MANAGER:
Hongkong—N. J. Stabb.

ACTING MANAGER.
Shanghai—J. D. Smart.
London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:
On Current Account at the rate of 2 per cent. per annum on the daily balance
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

A. G. STEPHEN,
Acting Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at $3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
A. G. STEPHEN,
Acting Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up ...Sh. Taels 7,500,000
Head Office.—Shanghai.
Board of Directors—Berlin.
Branches:
Berlin Calcutta Canton
Hamburg Hankow Kobe
Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama.
LONDON BANKERS:
Messrs. N. M. Rothschil & Sons.
The Union of London and Smith's Bank, Limited.
Deutsche Bank (Berlin), London Agency.
Direction der Disconto Gesellschaft.
Dresdner Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUTSCHKE
Manager. [2

Hongkong, 9th Oct., 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed „ 1,125,000
Paid Up „ 562,500
Reserve Fund 465,000

BANKERS:
Bank of England.
London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON
Manager.

Exchange

Selling		T/T, Marks	196
T/T	1/10 15/16	Demand Germany	196½
Demand	1/11	T/T. France	2.41
30 d/s	1/11 1/16	On Haiphong	nom
60 d/s	1/11 1/16	On Saigon	nom
4 m/s	1/11 1/8	On Bangkok	89⅝
T/T Shanghai	74	**Buying.**	
Private 30 d/s sight S'hai	74⅞	4 m/s. L/C	1/11 3/8
T/T Singapore	82⅛	4 m/s. D/P	1/11 1/2
T/T Japan	93¾	6 m/s. L/C	1/11 1/2
T/T India	143½	30 d/s. S'ney & Melbourne	1/11 5/9
T/T Bombay	143½	30 d/s. San F'co & New York	47½
Demand Bombay	143¾	4 m/s. Marks	2.00½
T/T Calcutta	143½	4 m/s. Francs	2.46
Demand Calcutta	143¾	6 m/s. do	2.48
Demand India	143¾	Bar Silver, ready	25 1/4
Demand Manila	93¾	forward	26 3/8
T/T. San F'co & New York	46⅝	Gold Leaf per tael	54.40
Demand, New York	46¾	Bank of England rate	3%
T/T. Java	115⅞	Sovereign	10.35

Subsidiary Coins.

Discount per $100:

Chinese...20 cts. pieces	$11 3/4	%
Chinese ...10 „	$12 1/2	
Hongkong.20 „	$9	
Hongkong.10 „	$9 7/8	

Opium Quotations

	April 14
Malwa, New	$8,200 per p.
Malwa, Old	8,300 „
Patna, New	9,325 per chest
Patna, Old	9,200 „
Benares, New	9,050 „
Benares, Old	8,925 „

TO-DAY'S SHARE REPORT.

S—SELLERS SA—SALES B—BUYERS N—NOMINAL

Stocks & Paid up Value.		Closing Q'tion		Last Dividend and Date.
BANKS.				
Hongkong & S'hai $125		$810 £82	s.	£2 & 5/- b. at ex 1/11 3/16 equal to $23.29 for ½ year ending 31/12/13
MARINE INSURANCES.				
Cantons	$50	310	s.	Final of $3 a/c 1912. Interim of $18 a/c 1913
North China	£5	T140	s.	Final of 10 p.c. making 20 p.c. for 1912
Unions	$100	$775	sa.	Final of $20 making $50 for 1912 and Interim of $30 for 1913
Yangtzes	£50	$194		Final of $12 mak. $15 for 1912 & Int. of $3 for 1913
FIRE INSURANCES.				
China Fires	$20	$147	b.	$10 for 1912
Hongkong Fires	$50	$370	b.	$27 for 1912
SHIPPING.				
China & Manilas	$25	$8	b.	$1 for 1906
Douglas Steamship	$50	$31	s.	$2.50 for year end'g 30'6'13
Steamboats	$15	$27		Final of $1 for half year ending 31'12'13
Indo-Chinas (Preferred) (Deferred)	£5	$65		3 % Interim a/c year 1913 on preferred shares
"Shell" Transports	£1	105/- £11	b.	Interim of 1/- making 2/- for 1913 Coupon No. 21.
"Star Ferry"	$10	$48	s.	$2 on 10,000 shares 1st issue $2 on 10,000 „ 2nd „ $1 on 10,000 „ 3rd „ for year ending 30'4'13
REFINERIES.				
China Sugars	$100	$79	b.	$3 for 1912
Luzon Sugars	$100	$28		$3 for 1897
MINING				
Chinese Engineerings	£1	38/-	s.	Interim of 5 % Coupon No. 3 account of year ending 30.6.'14.
Tronohs	£1	30/-		Int. of 1/6 mak. 6/6 a/c. 1913
Raubs	£1	$3		1/2 for 1909
DOCKS, WHARVES, & GODOWNS				
Kowloon Wharfs	$50	$82	b.	$3.50 for year 1913
H.K. & W'poa Docks	$50	$66	b.	$3 for 1913
Shanghai Docks T.	100	57½		Tls. 3 for 1912
Hongkew Wharfs T.	100	T. 90	b.	Interim of Tls 3 for 1913
LANDS, HOTELS & BUILDINGS				
Anglo French Lands T.	100	T. 94		Tls. 6 29'2'10
Hongkong Hotels	$50	$123½		$7 on old shares, $3.50 on new shares for year 31'12'13
Hongkong Lands	$100	$112	b.	$3½ for ½ year ending 31.12.13
Humphreys Estates	$10	$7½	b.	50 cents for 1913
Kowloon Lands	$30	$44		$2.80 for 1913
Shanghai Lands	T. 30	T. 90		Interim of 5 p.c. for year ending 30'6'13
West Points	$50	$73	b.	$2.25 for ½ year ending 31.12.13
Manila M'pole Hotel	P. 10	P. 8		15 per cent. for 1910
COTTON MILLS.				
Ewos	T. 50	T. 121		Tls. 15 for year ending 31'10'13
Shanghai Cottons		T. 107		Tls. 10 for year ending 30'6'13
Laou Kung Mow		T. 74		T. 12 for year end'g 31'12'12
Kung Yik		11		Tls. 1½ for year ending 30'11'13
Hongkong Cottons	$10	$8	s.	50 cents 31.7.08
MISCELLANEOUS.				
China-Borneos	$12	$12	s.	$1.20 for 1913
Light and Powers	$10	$4.10	s.	
Do. (Spec. shares)	$1			
China Providents	$10	$8¾	s.	70 cents for 1913
Dairy Farms	$6	$40	s.	$1.30 for year end'g 31'7'13
Green Islands	$10	$6.10	s.	40 cents for 1911
Hongkong Electrics	$10	$41	b.	$1.80 per share for 1913
Hongkong Ices	$25	$190	b.	$7 final making $9 for 1913
Hongkong Ropes	$10	$22½	b.	$2 for 1913
Langkats	g. 10	T57		Interim of Tls. 1 making Tls. 2 a/c 1913
Morning Post	$25	$22	b.	None
Peak Tramway	$10	$10	b.	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.13
Do. (new)	$1	93 cts.	s.	
Hongkong Electric Trams		9/3		Interim of 1½d. per share for 1913.
Philippines	$10	$5	s.	None
H. Price & Co., Ld.	$10	$6		$1.50 for 1910
Societe des Pulpeset Papierteries du Tonkin	Preferred $50 paid up $50 Benefit	$20 $200		None.
Shanghai-Sumatras	T. 20	T. 150		
Steam Laundry	$5	$4½	b.	No dividend this year
United Asbestos Oriental Agency, Ld.	$10	$9½	b.	50 cts. for year end'g 31.5.12
United Asbestos Founders Shares	$10	$300		20 per cent. per ordinary share for year ended 31'5'1912
Union Waterboat	$10	$20	s.	$1.25 per share for year ending 31'12'1913
Weismann, Ltd.	$10	$30	b.	25 per cent. for year ending 31'7'11
Watson	$10	$8	b.	60 cents for 1912
William Powell		$8½	s.	50 cts. year ending 6.30.13

Corrected to 12-15 p.m. May, 28 1914

WRIGHT AND HORNBY share and General brokers 6 Des Voeux Road Central Tel. address Rectitude.
WE DO NOT HOLD OURSELVES RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS

INTERPORT SHOOTING.

Details of Shanghai Score.

The Hongkong team's score of 927 in the Interport Shooting competition was beaten on May 21 by the Shanghai team, who ran up a total of 942. The conditions were excellent, though when shooting began there was a rather "fresh" wind blowing. The light remained good throughout. Dr. Ransom was high gun with a total of 99 for the three ranges. According to the rules of the competition, the two lowest scorers among the twelve making up the team are counted out, and the two were Messrs. W. J. Terrill (87) and W. T. Bowen (88). The umpires were Lieut-Col. R. N. Bray, Mr. K. J. McEuen, and Captain Godfrey, the latter acting on behalf of Major Trueman. Messrs. G. H. Tait, R. W. Wells, A. T. Downie and B Augier acted as register keepers, and assistance was also given by five men from H.M.S. Kinsha. The secretarial duties in connexion with the competition have been ably undertaken by Mr. A M. Collaco. Details of shooting:—

	200 yds.	500 yds.	600 yds.	Total
Dr. S. A. Ransom	34	33	32	99
Capt. E. I. M. Barrett	34	34	30	98
E. H. Lynch ...	32	34	31	97
W. Brand ...	33	34	29	96
A. C. Crighton ...	32	32	31	95
J. R. Main ...	29	33	32	94
A. M. Collaco ...	30	32	30	92
W. O. Lancaster	28	32	31	91
A. C. Lightfoot	28	28	34	90
H. W. Daldy ...	30	32	28	90
	310	324	308	942

DYSPEPSIA AND HOT WEATHER.

"I look upon it that he who does not mind his stomach will hardly mind anything else," wrote Dr. Johnson with characteristic brusqueness.

In these hot, moist days, every man must "mind his stomach" if he wishes his stomach to mind him. If he does not, dyspepsia will be his lot, with its long train of disagreeable symptoms.

To avoid dyspepsia, or to overcome it if present, it is imperative to nourish the nerves as well as supply easily digestible food. For this purpose, nothing compares with Sanatogen, which is a highly concentrated, nutritious food, chemically combined with phosphorus in the exact form in which it exists in the body. Exceedingly digestible itself it also helps the digestion of other foods. It thus rapidly restores digestive power and nervous vigor.

A physician writes in *The Medical Press and Circular*, one of the leading British medical journals: "Sanatogen supplies the needed nutrition to the brain cells as well as the necessary tonic to the heart, stomach, liver and other organs. In consequence, the patient sleeps and his energy of mind and body is restored. He loses his depression of spirits, and the balance of his nutrition is restored, for in all cases it acts as a powerful stimulant to the nervous system."

Sanatogen can be obtained of all Chemists, in bottles of two sizes.

Virile Territorials.

A splendid testimonial to the physical virility of the home Territorials is afforded in the record march of 62 men of the London Rifle Brigade. They made a world's record for forced marching by tramping in full marching order, carrying full equipment, weighing 46 lb., from London to Brighton, in 14 hours 23 minutes. The previous world's record was the march of the French Foreign Legion—50 miles in 15½ hours. Yet these young Territorials, whose age averaged 22 years, beat them easily. Not a man fell out during the whole of the march, and all finished in a remarkably fit condition.

THE SOCIAL EVIL.

Giving evidence before the Royal Commission on Venereal Diseases, Sir Victor Horsley said although the experience of the last twenty-five or thirty years led to the conclusion that these diseases were decreasing in virulence, it was his impression that they were extremely prevalent.

Sir Victor dealt with the difficulty with which medical practitioners are faced in public health matters by reason of the law of libel. It was perfectly obvious, he said, that from the public health point of view a medical practitioner ought to be able to warn somebody who to his knowledge was likely to be infected with venereal disease, but under the law as it stood he would render himself liable to a libel action, and would undoubtedly be ruined.

Referring to the proposal put forward ten years ago by the British Medical Association for the appointment of an officer in every coroner's district to make special post-mortem examinations, he said if it had been accepted the Commission would have been in possession of material relating to ante-natal conditions, revealing the exact prevalence of syphilis. It was very desirable that this arrangement should be carried out with a view to the discovery of ante-natal conditions, not merely of syphilis, but other pathological states. The Notification of Births Act, under which still births are notifiable, should be compulsorily extended to the whole country.

Sir Victor expressed the opinion that the education of the public in regard to venereal diseases was enormously important. He thought that children should be instructed in sex matters. If the nature study part of elementary education were extended and every child taught the groundwork of hygiene, instruction in sex matters could without injury gradually be brought into the mind of the child. In secondary schools children should receive full instruction. At the present time instruction was also necessary for adults. The teaching should be given by laymen; if it were in the hands of medical men it would be regarded as part of a medical mystery.

Every argument that he had heard used against notification had also been used against the notification of so-called simpler diseases. The notification should be confidential, and he had no fear of its confidential character being invaded. He was in favour of treatment in special wards of general hospitals, and he thought that every health authority should have its own bacteriological laboratory for the diagnosis of disease. He did not think that adequate facilities for diagnosis or treatment would be provided unless they were subsidised by the State.

Dr. Florence Willey, assistant physician for diseases of women at the Royal Free Hospital, urged strongly the need for early and effective treatment, and thought that clinics for the treatment of the diseases should form part of the work of a general hospital and should be arranged at hours convenient for the working classes. She was strongly of opinion that any scheme of notification by name would defeat the end in view, and she therefore advocated that all material sent for diagnosis should be identified by number only.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The s.s. A. APCAR from Calcutta left Singapore this morning and may be expected here on or about the 1st June.

The ss. RUBI left Manila on the 26th inst. at midnight, and is due here on the 29th inst. a.m.

POST OFFICE.

The Liangchow, with the Mail from London (via Siberia) of Saturday, the 9th inst. is due to arrive here to-morrow.

MAILS DUE.

Siberian, Liangchow, 29th inst.

MAILS VIA SIBERIA.

Left London	Due Shanghai
May 9	May 25.

MAILS CLOSE TO-DAY

Shanghai, & North China—Per ESANG, 28th May, 5 p.m.
Straits—Per ALTMARK, 28th inst. 5 p.m.
Japan via Kobe—Per YATSHING, 28th inst., 5 p.m.

TO-MORROW.

Australian Mail. Philippine Is., Australia, Tasmania & New Zealand via Thursday Is.—Per EMPIRE, 29th May, 9 a.m.
Shanghai, N. China & Japan via Yokohama—Per CEYLON, 29th inst., 10 a.m.
Swatow, Amoy and Foochow—Per HAITAN, 29th May, 10 a.m.
Shanghai, North China, Japan via Moji—Per KAWACHI M., 26th inst. 4 p.m.

SATURDAY, 30th May.

Swatow and Bangkok—Per PITSANULOK, 30th inst. 9 a.m.
Straits, Burmah, India via Calcutta—Per CEYLON M., 30th May, 11 a.m
Philippine Is.—Per YUENSANG, 30th May, 1 p.m.
Philippine Is—Per WINGSANG, 30th 1 p.m.
Shanghai, North China & Japan via Yokohama—Per E. F. FERDINAND, 30th inst. 5 p.m.

SUNDAY, 31st May.

Swatow, Amoy, Formosa via Tamsui—Per DAIGI MARU, 31st inst., 9 a.m.
Swatow—Per HAIMUN 31st May, 9 a.m
Swatow—Per WONGKOI, 31st inst. 9 a.m.
Shanghai & North China—Per AFRICA, 31st inst. 9 a.m.
Shanghai & N. China—Per CHENAN, 31st May, 9 a.m.

MONDAY, 1st May.

Straits, India via Calcutta—Per FOOKSANG, 1st June, 1 p.m.
Straits, Ceylon, India via Bombay—Per NIPPON, 1st June, 4 p.m.

TUESDAY, 2nd June.

Swatow—Per WONGKOI, 31st May, 9 a.m.
Swatow, Amoy and Foochow—Per HAIYANG, 2nd June, 10 a.m.
French Mail. Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon. Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per MAGELLAN, 2nd June, 11 a.m.
American Mail. Formosa via Keelung, Shanghai, North China and Japan via Moji, Victoria B. C. & Seattle (Wash)—Per SADO MARU, 2nd June, 3 p.m.
Philippine Is.—Per TAMING, 2nd June, 3 p.m.
Philippine Is.—Per RUBI, 2nd June, 3 p.m
Shanghai & North China—Per LIANGCHOW, 2nd June, 3 p.m.
Japan via Nagasaki — Per TANGO M., 2nd June, 4 p.m.

WEDNESDAY, 3rd June.

Straits & Colombo—Per ATSUTA M., 3rd June, 9 a.m.
Haiphong & Pakhoi—Per SUNGKIANG, 3rd June, 9 p.m.
Australian Mail. Philippine Islands, Australia Tasmania & New Zealand via Port Darwin—Per CHANGSHA, 3rd June, 9 a.m,
Japan via Kobe—Per KITANO, MARU, 3rd June, 10 a.m.
Swatow—Per HAIMUN 3rd June, 10 a.m.
Australian Mail. Philippine Is., Australia, Tasmania and New Zealand via Thursday Is.—Per KUMANO MARU, 3rd June, 11 a.m.

THURSDAY, 4th June.

Sandakan—Per HINSANG, 4th June, 11 a.m.
Shanghai & N. China—Per LUCHOW, 4th June, 3 p.m.
Shanghai & North China—Per CHOYSANG, 4th June, 5 p.m.

FRIDAY, 5th June.

Swatow, Wei-hai-wei, Chefoo & Tientsin—Per KUEICHOW, 5th June, 9 a.m.
Swatow, Amoy and Foochow—Per HAICHING, 5th June, 10 a.m.

SATURDAY, 6th June.

American Canadian & Siberian Mails. Formosa via Keeling, Shanghai & North China, Japan via Nagasaki, Honolulu, Canada, United States, S. America, via San Francisco (Europe via Siberia) — Per MANCHURIA, 19th inst. 11 a.m.
English Mail. Straits, Burmah, Ceylon, Adelaide, Western Australia, India Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m, to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 5th June, 5 p.m.—Per DEVANHA, 6th June, 11 a.m.
Philippine Is.—Per LOONGSANG, 6th June, 1 p.m.
Siberian Mail. Shanghai, and North China (Europe via Siberia)—Per YINGCHOW, 6th June, 5 p.m.

(To make connection with the Tientsin Train leaving Shanghai on Thursday the 11th June, at 8 a.m.

TUESDAY, 9th June.

Philippine Is.—Per TEAN, 9th June, 3 p.m.

SHIPPING NEWS.

ARRIVED.

Chenan, Br. s.s. 1,344, W. Lloyd Jones, 27th inst.—Shanghai, 24th inst. Gen.—B. & S.
Chiyuen, Chi. s.s. 1,177, W. S. Ross, 27th inst.—S'hai, Gen.—C. M. S. N. Co.
Fooshing, Br. s.s. 1,424, J. Mcainsh, 27th inst.—Swatow, 26th inst. Bullast—J. M. & Co.
G. Apcar, Br. s.s. 2,961, J. E. Drake, 28th inst.—Kobe, 22nd inst. General—D. S. & Co.
Goeben, Ger. s.s. 5,109, A. Ahlborn, 27th inst.—Singapore, 23rd inst. Gen.—M. & Co.
Heokhai Maru, Jap. s.s. 2,033, Katiro, 27th inst.—Miike, 21st inst., Coal—M. B. K.
Koursk, Rus. s.s. 4,360, Padalka, 27th inst. Singapore, 21st inst. Gen.—R. V. F.
Lutzow, Ger. s.s. 5,115, H. Textor, 27th inst.—Foochow, 26th inst. Gen.—M. & Co.
Machew, Ger. s.s. 998, Dollner, 27th inst.—Hoihow, 26th inst., Rice and Wood—B. & S.
Varg, Norw. s.s. 874, J. Jobson, 27th inst. Haiphong, 24th inst. Rice.—J. & Co,

DEPARTED.

May 28.

China for San Francisco via Manila
Waishing for Shanghai
Hongkong for Haiphong via Hoihow
Altmark for Hamburg via Singapore
Brisgavia for Hamburg via Singapore
Fooshing for Hongay
Taishun for Canton
Haimun for Swatow
Koursk for Vladivostock via Nagasaki
Tjimahi for Kobe
Glenturret for Antwerp via Manila
Shinchiku Maru for Saigon

CLEARANCES AT THE HARBOUR OFFICE.

May 28.

City of Norwich for Yokohama via S'hai
Kathe for Haiphong
Mancunia for Whampo
Chiyuen for Canton
Chenan for Canton
Yatshing for Kobe via Moji
Ceylon for Shanghai and Yokohama
Anhui for Shanghai
Devawongse for Saigon

PASSENGERS ARRIVED.

Per s.s. Lutzow from Yokohama etc.—Nielsen, W Nilsson, Gudow, Mr & Mrs Allairo, P Hachmeister, Mr & Mrs T K Tseng, Thui Seng, Ling, Miss K L Schaeffer, H Conwey, Rev. Schultze, K H Chow, D L Tao, M Nishi, K Fugami, Miss Katayama Fusi, Miss Katayama Hana, E Hotoyo, Nu Nin Po, Shi Tin, P M Tang.

Per s.s. Goeben from Genoa etc.—Hellinghuson, Roebel Goebd, Mrs Looker, Baker, Dr Reinhard, Mr & Mrs B and H Handy, Rose, Mr & Mrs Rose, Oberlander Hede Rothe, T Young, Mr & Mrs Marlo, W Schlemper, Mrs Herbert, Loo Poo Sang F Costello, Frida Wilding, Mr & Mrs L Cheek, Choi Yi Mun, Thag Thing Kam, Chik Kok, Chok Kam, Kuantong, Sing Chene, Chung Foo, Ng Ah Swee.

SHIPS PASSED THE CANAL

London, 15th May.

Arrivals from China:—Kamo Maru, Gottingen, Teikoku Maru, Yorck.

The following vessels have passed the Canal:—Atholl, Helenus, Yangtsze, Atlantique, Preussen.

London, 19th May.

Arrivals from China:—Ambria, Sachsen, Scandia, Atlantique, Tubingen, Wakasa Maru.

The following vessels have passed the Canal:—Austria, Benlawers, Derfflinger, Silesia, Annam.

London, 22nd May.

Arrivals from China:—Moravia, Koerber, Laomedon, Baron Jedburgh.

The following vessels have passed the Canal:—Chili, Hyson, Iyo Maru, Kazembe, Kashima Maru, Peking.

London, 26th May.

Arrivals from China:—Brilliant.

The following vessels have passed the Canal:—Bloemfontein, Jason, Menelaus, Prinzess Alice, Silesia, Merionethshire, Pertens, Polyphemus.

WEATHER REPORT.

On the 28th at 10.35—Pressure has decreased slightly to moderately in all districts, except N. Japan where it is nearly stationary.

The depression to the east of Luzon appears to be travelling W.N.W. slowly. It will probably curve to northward. At 6 a.m. this morning the centre was in about latitude 14° N. and longitude 126° E.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	Light or variable winds; fine at first, thunder showers later.
2 Formosa Channel	Variable winds, moderate.
3 South coast of China between H.K. and Lamocks	The same as No. 1.
5 South coast of China between H.K. and Hainan...	S.E. winds light to moderate.

China Coast Meteorological Register.
28th May, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds D'tion.	Winds Force.	Weather.
W'ostock	7a						
Nemuro	6a	30.23			sse	4	
Hakodate	"	30.09				0	
Tokio	"	30.12				0	
Kochi	"	30.07			sw	1	
Nagasaki	"	29.93			ene	3	
K'sgima	"	29.96			ne	4	
Oshima	"	29.87			se	3	
Naha	"	29.93				0	
Ishi'jima	"	29.78				0	
Bonin Is.	"	30.01			ene	1	
Chefoo	"						
W'haiwei	"	29.81	64	89	sw	1	c
Hankow	"						
Ichang	"						
Kiukiang	"						
Changsha	"						
Shanghai	"	29.77	68		ene	1	omd
Gutzlaff	"	29.50	65		se	1	fd
Sharp P.	7a	29.79	75			0	o
Amoy	6a	29.73	76	86	nw	2	b
Swatow	8a						
Taihoku	5a	29.78				0	
Taichu	"	29.79				0	
Tainan	"	29.80			n	2	
Koshun	"	29.88				0	
P'dores	"	29.78			sw	2	
Canton	6a	29.79	79	95	s	1	c
H'kong	6a	29.80	79	91		0	cf
Gap Rock	"	29.79			sw	2	b
Macao	"	29.78	80		w	1	c
Wuchow	9a						
Pakhoi	"						
Hoihow	"						
Phullen	6a	29.79	77		s	2	lt
Tourane	"	29.77	79		sse	2	b
C. St. J.	"	29.82	77		w	4	c
Aparri	"	29.76	77		sw	1	c
Manila	"	29.78	77			0	b
Legaspi	"	29.74	75		wsw	1	b
Iloilo	9a	29.79	84		sw	1	c
Bacolod	"				n	1	b
Cebu	"	29.79	84		sw	1	c
Labuan	"	29.87	85				

T. F. Claxton, Director,

Hongkong, Observatory, May, 28th.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufor Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths

METEOROLOGICAL.

	Previous Day	On date	On date
	8 a.m.	a.m.	8 a.m.
Barometer	29.95	29.90	29.85
Temperature	81	78	83
Humidity	72	91	79
Wind Direction	E	E	E
Force	4	1	2
Weather	c	c	c
Rain	—	—	—

Highest open air Temperature on the 26th 81
Lowest " " " " 76

H.K. Observatory, 27th May.
T. F. CLAXTON, Director.

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